CYCLE NEWS®

ATV NEWS EXTRA!

WEST

Volume XVIII : Number 35 : September 9, 1981

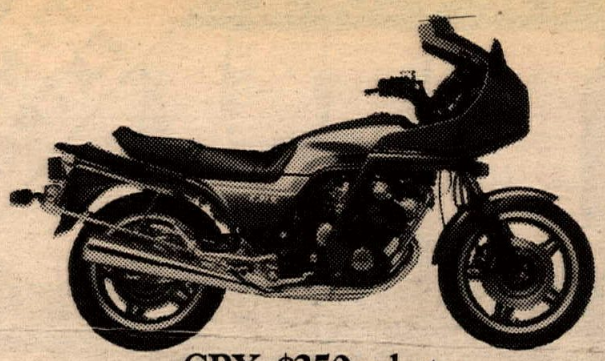
85¢

Lucky fella

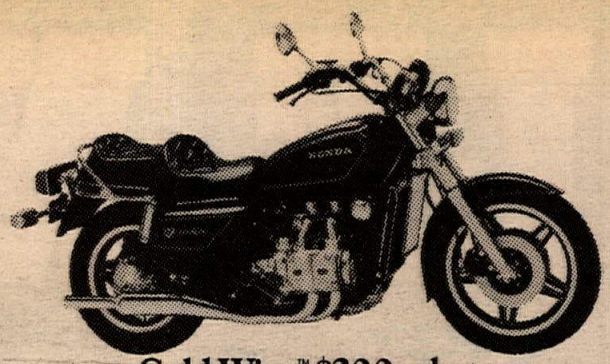
New World 500cc Road Race Champ!

Indy mile doubleheader keeps Winston points race tight

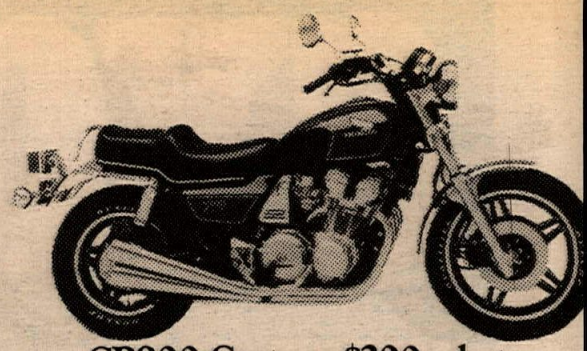
AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER



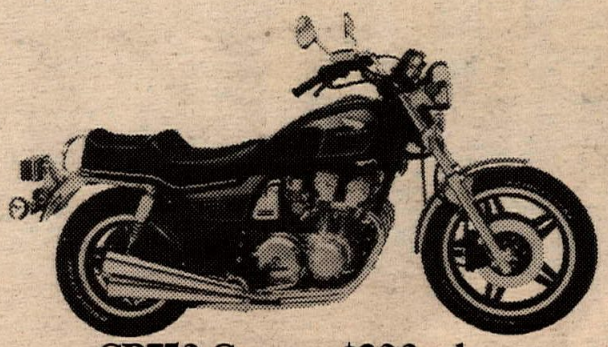
CBX. $250 rebate.



Gold Wing.™ $200 rebate.

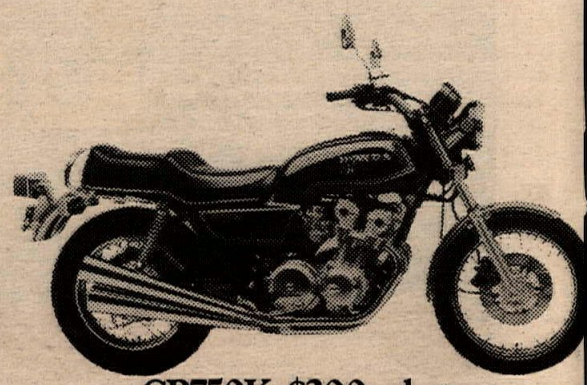


CB900 Custom. $200 rebate.

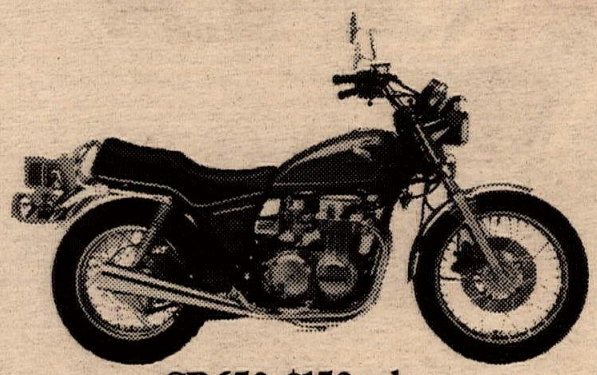


CB750 Custom. $200 rebate.

CB750F. $200 rebate.

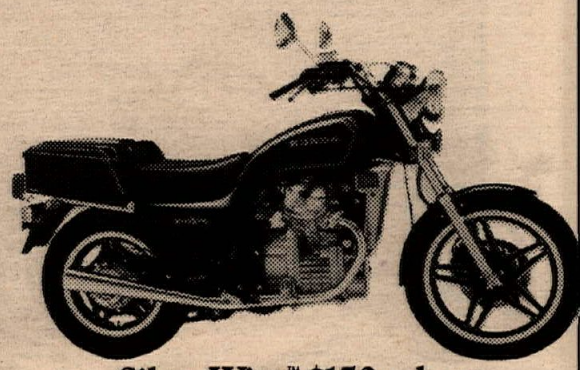


CB750K. $200 rebate.

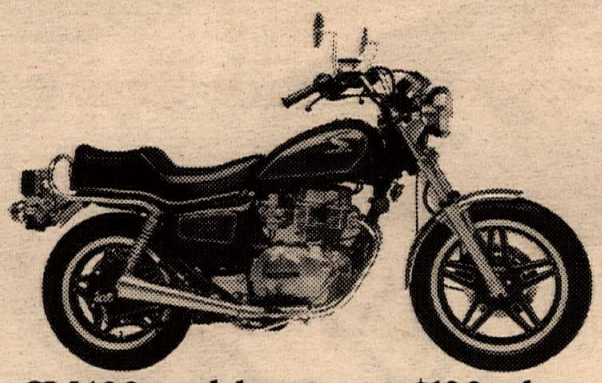


CB650. $150 rebate.

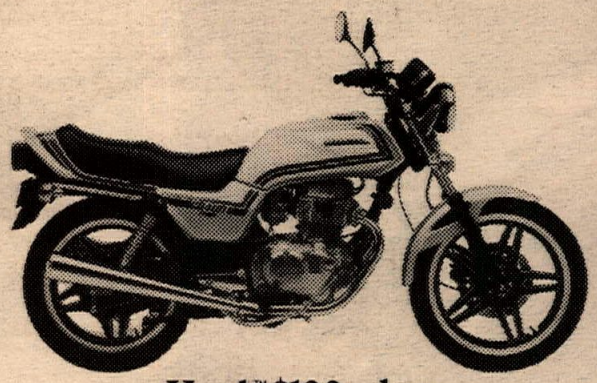
Silver Wing™ Interstate.™ $150 rebate.



Silver Wing.™ $150 rebate.



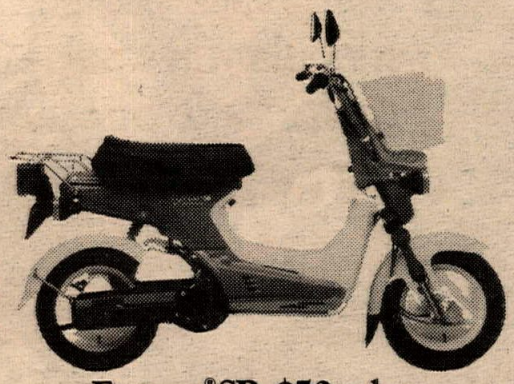
CM400 models. (except CM400E) $100 rebate.



Hawk™ $100 rebate.

TwinStar.™ $100 rebate.

Express® and Express® II. $30 rebate.



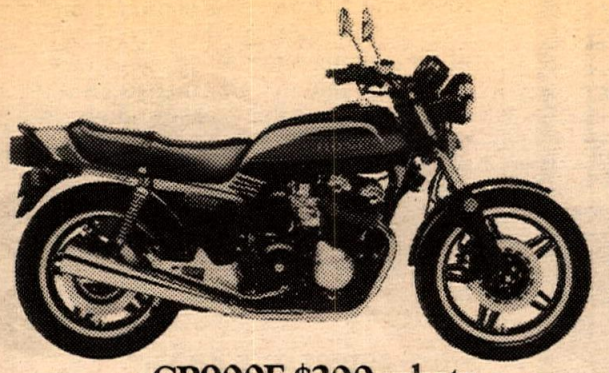
Express® SR. $50 rebate.

XL185S. $100 rebate.

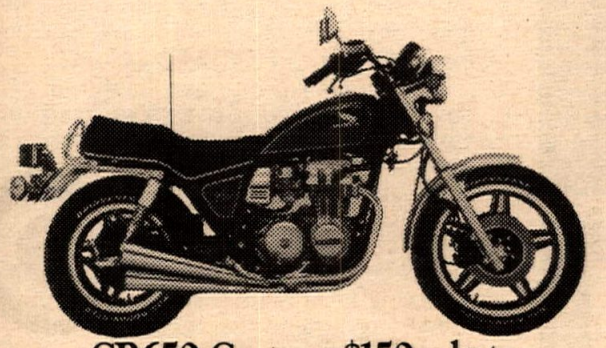
XL100S. $30 rebate.

XL80S. $30 rebate.

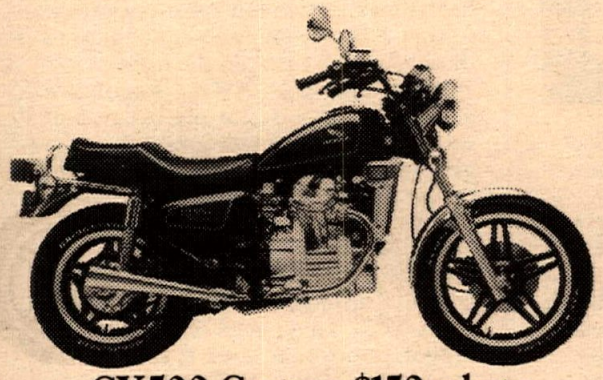
CT110. $30 rebate.



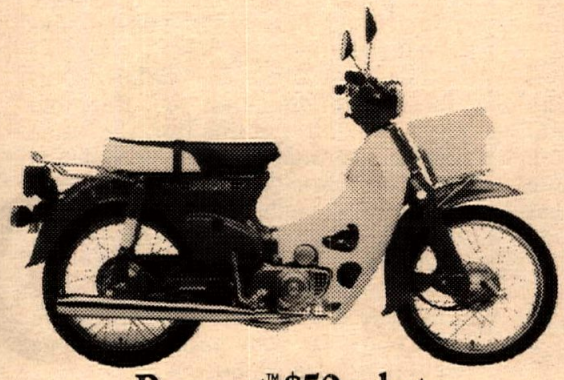
CB900F. $200 rebate.



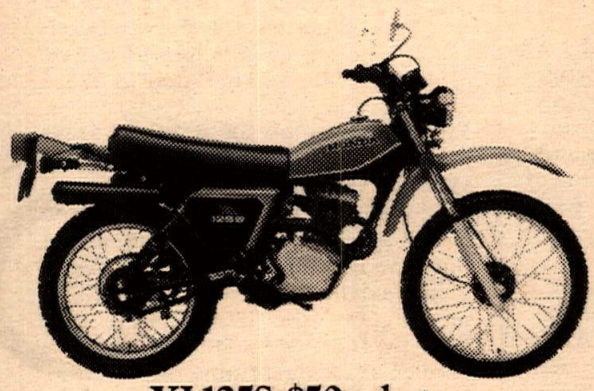
CB650 Custom. $150 rebate.



CX500 Custom. $150 rebate.



Passport.™ $50 rebate.



XL125S. $50 rebate.

CT70. $30 rebate.

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GET UP TO $250 BACK ON MOST HONDA STREET MOTORCYCLES.

From now until Labor Day your Honda dealer is taking it to the limit.

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No if's, and's or but's. You buy your bike, you get your bucks.

But act fast while your dealer still has the models you want. After all, about the only motorcycle that moves faster than a Honda is a Honda with a rebate.

HONDA

FOLLOW THE LEADER

Rebate available on both 1981 and some earlier year models.

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CYCLE NEWS WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: Marco "Lucky" Lucchinelli became the first Italian 500cc World Road Race Champion since Giacomo Agostini's '75 crown by winning the final 500cc round in Anderstorp, Sweden. Coverage on p. 14. Photo by Henny Ray Abrams.

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VOICES

Wanted: sponsor

I would like to thank Karl Okamoto for doing such a great job covering the AFM road races at Sears Point. However, in his latest article he said I was fully sponsored on my TZ. This is very inaccurate. Berkeley Yamaha helps me out and Bill Johnson makes the bike go fast but I supply the finances. In other words, I am in need of a sponsor.

DWAYNE CHUNG
AFM #4
Oakland, CA

Open invite to petrol pinchers

We would like to invite everyone in the industry interested in motorcycle economy to participate in the first annual Craig Vetter National High-Mileage Contest. The date is Oct. 25, at Templeton Park, just north of San Luis Obispo.

The contest will be held in conjunction with the Los Padres Poker Run, organized by the Central Coast Motorcycle Association. Individual entrants will compete for $600 in prize money, and the Industry Class winner will receive the premier award of a perpetual trophy. We plan to make this event *the* annual national showcase for energy conservation through motorcycling.

Interest among the motorcycle manufacturers is running high. We expect to have many of their new models on display, plus several high-mileage vehicles from independent builders. The Craig Vetter Streamliner will make its debut exhibition run.

The post-run festivities will include music and a Santa Maria style barbecue. Entries will be limited. For more info please contact Paul Golde 805/544-9300 or Tod Rafferty 805/438-5348.

PAUL PETERSON
President, CCMA
San Luis Obispo, CA

Thanks, Vicki

Im a motocross rider from northern California. Last year I participated in the Women's National at Carlsbad, CA. The race was well run. The track was in good shape, as good as Carlsbad can be. It compared with the most well run of any men's race.

I was planning on going again this year, until we received a phone call from Vicki Miller Haag telling us the race was cancelled; the reasons being sponsors that backed out and a small pre-entry.

Vicki Haag has put on the race for the past several years. She, her husband Rick, and Butch and Peggy Lee have done a lot of work each time trying to put on a successful race.

Thanks to Vicki women's motocross has grown a lot. I don't think enough of us appreciated what we had until now. There are many women in northern California who would like to thank Vicki Haag, for what she has done for us and what she tried to do again this year.

MELODYE ALICEA
#68, District 36
Placerville, CA

Support women's MX

We were informed yesterday by a very nice, but justifiably bitter, letter from promoter Vicki Haag, that this year's Women's Nationals were cancelled due to a lack of entrants and sponsors. It is easy for those who have raced at the fine events for the past three years to understand Vicki's disappointment.

She has worked so hard to get sponsors and has achieved exposure for the serious female motocrossers on ABC *Wide World of Sports* (where we understand the viewer ratings were very high) as well as other media. I am certain that the other racers, their families and their sponsors will always be grateful as we are for the efforts of Vicki Haag, Rick Haag, and Butch and Peggy Lee and others who have done so much for the girls who race.

I can only hope that the factories, aftermarket accessory companies and motocross media will pick up the torch and provide a national championship race or series of races to provied recognition for the dedication and competitive spirit of the serious girl racers. They are no less dedicated than any factory team star and neither ask nor give any favors to the men they race against every week throughout the country. From a selfish standpoint, we would like to see a national promoted somewhere in the central part of the country since all previous races have been held in California and it is a long and expensive trek for those in the East and Midwest.

Surely this industry can support such a worthy project and not let women's racing die.

SCOTT HOLMAN
Katy, TX

Duck agrees with Kookie

My hat is off to Kookie III and co-pilot John for their many combined years of service and dedication to a sport that could soon fade away unless more of us get off our duffs and put forth the effort needed to keep it alive.

Let the paw-print-signed letter in the Sept. 2 issue of *Cycle News* stand out as a reminder to all of us that we have to fight if we intend to maintain reasonable use of public lands, and that part of the fight sometimes involves digging deep in support of those who carry on the legal battles.

Having spent many a sleepless night wondering where the dollars would come from to pay for land use issue legal fees, I now find it easy to sacrafice things I once felt were important so that I have money to contribute to those who also carry on the fight.

Becoming an AMA Legislative Supporter was easy for me because of their government relations efforts to help protect the right of all Americans to ride free.

District 37's recent effort to keep the desert open for public use by filing a law suit has consumed over $100,000, and they haven't even had their day in court yet. They need our financial support more than ever if they are to carry on the fight so, I have become a Desert Defender by contributing to the D-37 Legal Defense Fund, 1808 Lave Ave., Long Beach, CA 90815. How about you?

The AMA, D-37, the National Outdoor Coalition, and the Phantom Duck are all fighting for the same goals, the right of the people to continue to use the public lands. If we all work together and dig deep, perhaps our combined efforts will assure future opportunities for the Kookies of America to enjoy some of the same experiences we have had in past years. Do your part today if you want to ride free tomorrow.

LOUIS H. McKEY
Phantom Duck of the Desert
7896 Kempster Ave.
Fontana, CA 92335

P.S. A hearing on the Phantom Duck case has been scheduled for Oct. 5, 1981 in the courtroom of Federal Judge Matt Byrne in Los Angeles, and trial is set of Oct. 20. The outcome of this case will be a determining factor in settlement of five consolidated law suits against the BLM Desert Plan filed by the AMA, D-37, County of Inyo, California Mining Association, National Outdoor Coalition, and the California Native Plant Society.

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

mega sale

Now is the time. Maico factory authorized sale. Save hundreds of dollars on any model, any size. Right now the selection is best. An unusual year end sale, a rare opportunity to purchase these superb German machines at prices you may never see again. See your dealer soon...it all ends September 30th.

THE LATEST POOP BY PAPA WEALEY

Hoooooweeeee! Papa's pumped! This issue marks the 10th anniversary of Papa's arrival at *Cycle News*. Hard to believe it's been 500 issues since the first column, "Idle Jive; Slightly Irreverent Poop" appeared in 1971. But the ol' fella's still rarin' to go. Let's do 500 more!

Latest word from the Sequoia National Forest is that all ORV trails are still closed due to fire danger. However, the scheduled volunteer work day to repair (read: keep open) the Granite Knob trail is still slated for Sept. 6. Volunteers should head up the Monache jeep road around 9 a.m. and keep an eye peeled for Forest Service signs and an FS truck. For more info, call Bill Herndon at 213/255-5815. The work will have to be done on foot, but once rain eases the fire danger, there'll be an *open* ready to ride trail.

Five hundred ninety-two entries were posted for the sixth annual AMA Youth MX National Championship final held at Rolling Hills Cycle Park in Reidsville, NC, on Aug. 29-30. Due to the record number of entries accepted, a four moto per class format was used rather than the usual two motos per class. Good conditions held until Sunday afternoon when a downpour turned the course to slop, making it almost impossible for the smaller displacment bikes. Class winners were: Hank Moree (Yam) 51cc, Ronnie Tichenor (Yam) 65cc and 85cc Modified 7-11, William Surratt (Kaw) 85cc Stock 7-11, Tom Wickham (Kaw) 85cc Stock 12-14, Randy Jones (Kaw) 85cc Modified 12-14, Ron Lechien (Yam) 100cc and Keith Bowen (Yam) 125cc. Complete coverage next week.

AMA professional MXers who are seeking Pro points to raise their grading averages should be aware of five Regional Pro MXs which will run through the weekends of September. Dates are September 5 — Dallas, TX; September 12 — Houston, TX; September 13 — Budd's Creek, MD; September 19 — Austin, TX; and September 26 — Lake Whitney, TX.

Santa Teresa, Venezuela, was the site of a big international 250cc motocross as the Venezuelan motorcycle federation ran an FIM-sanctioned event to qualify their track to host an '82 250cc MXGP round. The field included top South American, U.S. and European riders, and when it was over Yamaha-riding Californian Rick Johnson was the overall winner with a 3-2 score. Johnson recovered from a 24th place start in the first moto for third, and then overcame a crash in the rain-soaked second moto to finish second and take the overall win. Two of Venezuela's top riders, Jorge Vautista and Tomas Goinger finished 2-3 in the standings ahead of Italian pilot Macchi Clauvista. Americans Marty Moates, Mike Preston and Gary Denton finished in the 5-6-7 overall slots. The other American entered, Steve Rhyan, DNF. The Venezuelan authorities had contacted Knobby Shop International's Alan Greenwood, who sent his team of contracted riders, plus Johnson, to Venezuela, with the promoters picking up all the expenses. Eddie Garcia, Jr. served as team manager and interpreter.

Charleen Ho called to announce the upcoming AMA Women's California State MX Championship. Following a series of eight qualifying events — four in the southern region and four in the northern region — the top 20% from each region will meet at Saddleback on Nov. 22. There will be Pro, Intermediate and Novice classes, all 0-250cc. Southern region qualifiers begin Sept. 20, and the northern region qualifiers start Sept. 27. For all the information, write or call Ho at 15516 Nordhoff Blvd. #127, Sepulveda, CA 91343, 213/894-4793. Up north, call Doreen Payne at 415/797-3945.

Talk about a twist of fate. *CHiPs* star Larry Wilcox survived all that motorcycle riding on his show, but recently broke his foot while on a three-wheeler. Seems a stuntman ran over his foot.

The 1981 Check Chase, the 225-mile point to point hare and hound that runs from Johnson Valley to Parker, received BLM approval from California Desert District Director Gerald Hillier on Aug. 26. The BLM permit required compliance with several other concerns, the key one being San Bernardino County approval; that being the hold up last year. The Check Chase is scheduled for Oct. 10, so make your plans because this year looks like all systems go!

HosPITal STOP: Texas motocrosser Rick Gore is in Arlington Memorial Hospital with very serious injuries following a fall at Lake Whitney on Aug. 23. He's paralyzed from the waist down in addition to other serious injuries, but friends report that he's out of intensive care and that his spirits are picking up. He'll be in the hospital for awhile, so why not drop him a line at 1900 Lavon Creek, Arlington, TX 76010.

Britain's Barry Sheene (Suz) turned in a 3-1 day in the first round of the Jody Scheckter-organized 500cc World Winter Cup Road Race Series at England's Donington Park on Sunday, Aug. 30. Californian Randy Mamola (Suz) won the first leg and finished second in the second leg, but aggregate time was used rather than an Olympic scoring system, and Sheene was declared the overall winner. Kenny Roberts (Yam) finished fifth in the first leg and crashed in the second. Newly crowned 500cc World Champion Marco Lucchinelli led the first leg until the last lap when he crashed. "Lucky" watched the second leg. Dale Singleton (Suz) crashed in practice on Saturday and was hospitalized with a foot injury.

HosPITal STOP: We received a phone call moments before presstime from Dale Singleton, who's hospitalized in England as a result of injuries suffered in a practice session get-off at Donington Park. "I lost the third and fourth toes on my left foot and will undergo a skin graft tomorrow," said Singleton. Obviously in good spirits. Singleton opened the conversation with the following question. "How many more toes do you have than me?" Singleton added, "I picked up a lot of asphalt; I don't remember ever having slid a longer distance. The doctors say the loss of those two toes won't really bother my balance in walking or whatever. I'll return to beautiful Georgia as soon as they let me out of here, hopefully Friday."

HosPITal STOP: Elsewhere in this issue in a report on the Indianapolis mile double-header, we reported that Chuck Springsteen (Jay's brother) and Tommy Duma were involved in a serious crash during the Trophy Race on Sunday night. We've since learned that Springsteen will be hospitalized for a week in Indianapolis with a fractured pelvis and broken collarbone, and then will return home to recuperate. Duma was examined and released.

Rumors filled the air in the southern California motocross world over the weekend about Kawasaki dropping its motocross team. Not so, said Kawasaki Public Relations Director Ron Lovil. "It's not true. We are not cancelling the motocross team. We are just not racing the Trans-USA series. The reason for that is that the new bikes we were expecting will not arrive in time." Lovil said Kawasaki was going ahead with its plans for an '82 team.

Honda riders Mike Spencer and Roberto Pietri were up at Seattle International Raceway at an Aug. 30 WMRRA road race as they prepare for the Honda-sponsored Pro-Am race and Superbike Series round there on Sept. 12-13. Spencer succeeded in lowering the track record and the pair finished 1-2 in both classes they ran, Open GP and Superbike.

Californians Bruce Hammer and John Ulrich showed the eastern endurance racers how it's done, taking their Vance and Hines-built, Chevron and Derale Oil Coolers-backed 1200cc Suzuki to win the four-hour WERA Endurance Series round at Elkhart Lake, WI. Team Hammer was four laps ahead at the finish.

Husqvarna Vice President and General Manager Svenerik Eklund, announced the appointment of Jim McIlvain to Special Projects Manager. "The growth experienced by Husqvarna in the U.S. this year created a need for the new position and I am confident Jim's experience will be a major asset," commented Eklund. McIlvain comes to Husqvarna from Bell Helmets where he held the position of Sales Promotion Manager. Prior to his involvement at Bell, McIlvain was U.S. Suzuki's Accessories Supervisor.

Vaughn Beals, chairman and CEO of the Harley-Davidson Motor Co., revealed in the current issue of H-D's monthly magazine, *Enthusiast*, that the financial backers who helped with the purchase of H-D from AMF were Citicorp Industrial Credit, First Wisconsin National Bank, Girard Bank and New England Merchants Bank. "And although we have not officially published the figure ourselves, AMF Incorporated, in their first quarter report, indicated that the purchase price of our company was 'around $75 million, cash and securities,'" said Beals in the article. "We are also committed to broadening our product line beyond the current heavyweight models, but not to the point of re-entering the lightweight (under 500cc) market," said Beals.

Suzuki's Kent Howerton will miss the Trans-USA Series and be out of action for as long as three months due to a freak accident on his Texas practice track. "Kent was riding at his track when he stopped to help a rider who had fallen. Another rider came over a jump and landed right on Kent," said Suzuki racing manager Larry Griffis. "A small bone which runs from the wrist to the thumb was broken in three places, and two pins had to be inserted. Kent just got out of the hospital Sunday (August 23) and is in a lot of pain. He'll have his hand in a cast for about three months."

American Motorcyclist Association (AMA) Executive Director Lin Kuchler has announced two promotions within the Association staff effective September 1. Ed Youngblood will be named Assistant to the Executive Director and Rob Rasor will be promoted to the position of Director of Government Relations Youngblood has been on the Association staff for eleven years and has served as Director of Government Relations for the last four years. Rasor has served the Association for eight years and has been Associate Director of Government Relations for the last five years.

Sources say Yamaha's '82 YZ250 will be water-cooled, have Link 5 rear suspension, and use a Power Valve and Yamaha Energy Induction System. A production version of the bike appeared at the Dutch 250cc MX GP.

Peter Groenenveld and Rolf Dieffenbach tested Honda's '82 production CR250 prior to the Dutch GP. The bike is reportedly 4.4 pounds lighter than the '81 model and has the lower mounted radiator similar to the one Team Honda's Donnie Hansen was testing during the second half of the National MX Series.

The withdrawal of KTM's Rod Bush and Darryl Kuenzer from our ISDE squad opens their positions on the Vase Team to Can-Am's John Martin and KTM's Kevin LaVoie. Bush withdrew for work

reasons while Kuenzer felt his budget would be better spent in contesting the final National Championship Enduro Series rounds. Matt Cullins has also withdrawn from the squad allowing Morris Norman, an Open class Husqvarna rider, to take his place. Italy's Isle of Elba will host this year's event October 5-10.

Kathy Wanta, AMA's amateur activities director, will not make the ISDE trip due to work responsibilities and has named AMA's Hugh Fleming as our representative on the FIM jury. Richard Meyer, the team doctor, will serve as overall team manager with Suzuki's John Morgan spearheading our Trophy Team effort and Team True Sport's Jack Penton managing the Vase Team.

If you're going to miss this year's ISDE, but would like to think about next year's, the dates are September 26 - October 1. The event will be held in Povaska Bystrica, Czechoslovakia, the same site as the 1977 event.

How's this sound? Honda presents the Seattle Superbike Weekend, or, Seattle Superbike Pro-Am National Championship Road Race. Either way, it's the hottest thing to hit the great Northwest in a long time, and it all comes down on Sept. 12-13 at Seattle International Raceway.

Texas area motocrossers looking for some bucks might want to wander over to Wolfcreek MX Park, just south of Ft. Worth on Sept. 13. There will be a $3000 Expert purse, but that's not all. The winners in the 125, 250 and Open Intermediate classes will receive $100 savings bonds while $50 bonds are tagged for the Novice winners of those classes. Need to know more? Call Buck Terry at 817/373-2733.

Things are swingin' for Johnny O'Mara. His present contract with Honda expires in October, and word is that he's negotiating a "lucrative" three-year contract with them now with provision for a GP tour. Included in the deal would be mechanic Jim Felt (who was wrenching for O'Mara at the Carlsbad National, not Greg Arnette as reported).

Four-stroke motocross contender BP Racing is currently developing a Yamaha-powered single shocker. A 250cc version should be ready shortly while the 500cc bike will be prepared for the Four-stroke Nationals at Carlsbad on Nov. 29. Instead of a Yamaha-type mono setup, the shock will be mounted vertically like the Horsepower Factory machines.

California's Central Valley riders will enjoy a three-race short track series during the Labor Day weekend with Friday night at Hills Ferry, Sept. 4, and two nights at Lodi, Sept. 5-6. With the Salinas E & R Benefit Half Mile the next weekend and then the San Jose Mile and Ascot, whew, what a September!

We got a letter from one of our readers the other day, accusing the Motorcycle Industry Council of doing a couple things not in the best interest of motorcycling, such as (1) killing California Assembly Bill 853, which would have allowed "vanity" license plate buyers to direct the money to the state's green stickie fund; and (2) amending SB161 (a non-motorcycle-related bill) to allow the federal government for almost unlimited "operation and maintenance" funding. That didn't sound right, so we called MIC President Alan Isley for his side of the story. Isley said, "We were in support of the bill (AB853) after it was amended," pointing out an MIC-supported amendment that eliminated a proposal to set aside 10% of the green stickie fund for "restoration and repair," an amount that Isley called "arbitrary" and difficult to administer as written. The bill, Isley said, is not dead but in "study status" and can be brought back up next year. The primary opposition to it came from the state senator who originated the license-plate-supported environmental fund. As to the second charge, Isley admitted that the MIC was the victim of a little covert environmentalism. They had approached State Senator Alfred Alquist to add an amendment to one of his bills, creating a third element — trail maintenance — to existing state policy that allows the federal government to get money from the green stickie fund to "add and develop" OHV recreation opportunities. Here's where the covert bit comes in. One of the senator's aides (a "closet environmentalist," said Isley) did the actual writing of the amendment and changed it from the MIC's specific intent to a much broader outline that could have had the money going to all sorts of non-related environmental activities. When the MIC found out about the altered amendment they asked Senator Alquist to withdraw the amendment and no problem there was expected.

Arizona's Carlos Serrano has returned from Europe following a successful showing in Italy's three race "Copa Mille Dollari" MX Series. Serrano posted a sixth place finish in the series, highlighted by a 1-2 showing in the final round at Esanatoglia in front of 30,000 people.

Hungry Valley State Vehicle Recreation Area users be aware! The California State Park and Recreation Committee meets on Oct. 9 to approve or disapprove the Hungry Valley General Plan, which has been widely critized by such groups as CORVA. The meeting begins at 11 a.m. at the Hall of Administration, 500 West Temple St., Los Angeles, CA. Comments, statements and arguments may be made orally or in writing. Inquiries about this should be directed to Andrea Patterson at 916/445-2358.

If you live in the L.A. area and don't mind staying up late on Tuesday nights, turn on the radio. Then point the dial in the direction of 90.7 on the FM band and tune in as Dick Hill and Roy Tuckman host a 90-minute motorcycle show between midnight and 1:30 a.m. on KPFK. It's the only motorcycle-oriented radio show that we're aware of in the U.S. and it features guests from the bike world and also invites calls from listeners. The phone number for the latter is 213/985-5735. KPFK is based in North Hollywood.

Oops. In our New Products section last week we featured a fairing made by Scott USA. Made by the *old* Scott USA, we should say. The company's new owners are only selling goggles and related accessories, such as lenses and face guards. No boots, fairings, fenders or gloves. We hear that Scott will have some trick — goggle-related natch — items out soon.

Papa likes women. So does International Speedway, apparently, because Sept. 4 is Fox Night at the Costa Mesa speedway races at Orange County Fairgrounds and all females will be admitted free! While we're on the subject of speedway, tickets for the Oct. 10 U.S. National Speedway Championship are on sale at Costa Mesa, or call 714/492-9933.

Contrary to a previous report, Bruce Ogilvie was not disqualified from the second Open Amateur/Expert race at the Prospectors M.C./San Gabriel Valley M.C. Dual European Scrambles that ran on Aug. 9.

Remember SB1204, the bill that would nullify all EPA noise regulations and pass that authority on to the states, at the expense of years of effort by the motorcycling community to make those regs responsive to modern day needs? Well, an ammendment to the bill sponsored by Senator Robert Kasten which would have exempted motorcycles from the lifting of the EPA blanket along with trains and heavy trucks, was defeated by the U.S. Senate, 55-40. Kasten's ammendment would have made SB1204 identical to HB3071, the House version of the bill that does exempt motorcycles. Without that exemption, motorcycle manufacturers may face 50 differnet noise standards.

A photo of James Watt on a dual-purpose Suzuki that ran recently in *Newsweek* raised an eyebrow or two in the AMA's Westerville, OH, offices. Seems that the photo was taken by the AMA's Rob Rasor during a trail riding expedition in 1975. How did *Newsweek* get the photo? Rasor gave the original print to Watt, who at that time was director of the Bureau of Outdoor recreation, and Watt gave *Newsweek* permission to run the photo.

During the Aug. 27 awards banquet for the Badgers Pepsi Challenge dual European Scrambles, the Badgers and Pepsi presented Rescue 3 with a check for $2,000. Noel Blanc also donated a base station radio to the group.

Tickets for the Sept. 26 AMA/Winston Pro Series finale — a half mile — at Ascot are now on sale at Ticketron outlets and from Agajanian Enterprises' mail order service. Reserved adult seats are $15; general admission is $13, kids cost half. Dial 213/321-1100 for more details.

On Sept. 19, country/motorcycle music singer Ray Nelson will present the first ever Bugs In Your Teeth Festival at San Jose, California's Santa Clara County Fairgrounds. There'll be a flea market (booths available now), custom bike show, live music, motorcycle dealer show, drawings for lots of prizes and refreshments. Tickets are available at participating Bay Area motorcycle dealers. More info on tap at 408/370-1177.

General Motors GS1000? Automotive giant General Motors recently paid $35,000,000 for 5% interest in Suzuki Motor Co., the Japanese manufacturer of mini cars, trucks and -- we know you knew -- motorcycles.

Holland's Peter Groenenveld was seriously injured while competing in the final 250cc GP MX round in his home country on August 16. Groenenveld broke one of his arms in three places. •

Banks' brain benders

Who scored what?

Larry, Tom, Jim, Steve and Buck, all members of the same enduro club, entered an enduro together, all starting on the same minute. None of them won the enduro, the winner having but 21 points against him, but even the worst of the five had less than half of my 110 points!

1. Tom's score was higher than Steve's score by three times as it was higher than Jim's.
2. Buck's score was 10 percent lower than Jim's, but 20 percent higher than Steve's.
3. The difference between the scores of Larry and Tom is the same as the difference between Buck's and Steve's, and in the same direction.

What were their individual scores?

Answer

Using their initials for their scores;

1. (T-S) = 3(T-J)
2. B = 9
J = 10
3. B = 6
S = 5
4. L-T = B-S
5. From #2 and #3, we see that B must be a multiple of 9 and 6, therefore, 18. Since B is a multiple of 18, then J is a multiple of 20 and S a multiple of 15.
6. From #1 we see that 2T = 3J — S. Since 2T has to be an even number, J and S must both be even, or both be odd. J is a multiple of 20, though, and cannot be odd, so S too must be an even number. Now S has to be a multiple of 30, J a multiple of 40, and B a multiple of 36.
7. If J is 40, S is 30, and B is 36. Then from #6 we see that 2T = 3J — S, or 2T = (3 x 40) — 30, means that 2T = 90, and T = 45.
8. Now from #4 we see that L = 51, so...
Steve had 30 pts., Buck had 36 pts., Jim got 40 pts., Tom 45 pts. and Larry 51 pts.

HOW DID YAMAHA DO AT THE NMA NATIONALS AT PONCA CITY?

GLAD YOU ASKED.

Colin Edwards—Yamaha
First Place Pee Wee Stock

Bubba Erickson—Yamaha
First Place Junior Cycle
Stock 6-8

Damon Bradshaw—Yamaha
First Place Junior Cycle
Modified 6-8

John Kitsch—Yamaha
First Place Junior Cycle
Stock Novice 9-11

John Kitsch—Yamaha
First Place Junior Cycle
Modified Novice 9-11

Lowell Thompson—Yamaha
First Place Junior Cycle
Stock Intermediate 9-11

Scott Chesser—Yamaha
First Place 83cc
Stock Novice 9-11

Mike Hammer—Yamaha
First Place 83cc
Stock Novice 12-Over

Billy Fosnock—Yamaha
First Place 83cc
Modified Novice 9-11

Brian Tucker—Yamaha
First Place 83cc
Modified Novice 12-Over

Troy Blake—Yamaha
First Place 83cc
Stock Expert 12-Over

Larry Brooks—Yamaha
First Place 83cc Modified
Expert 12-Over

Troy Blake—Yamaha
First Place 105cc–12-Over

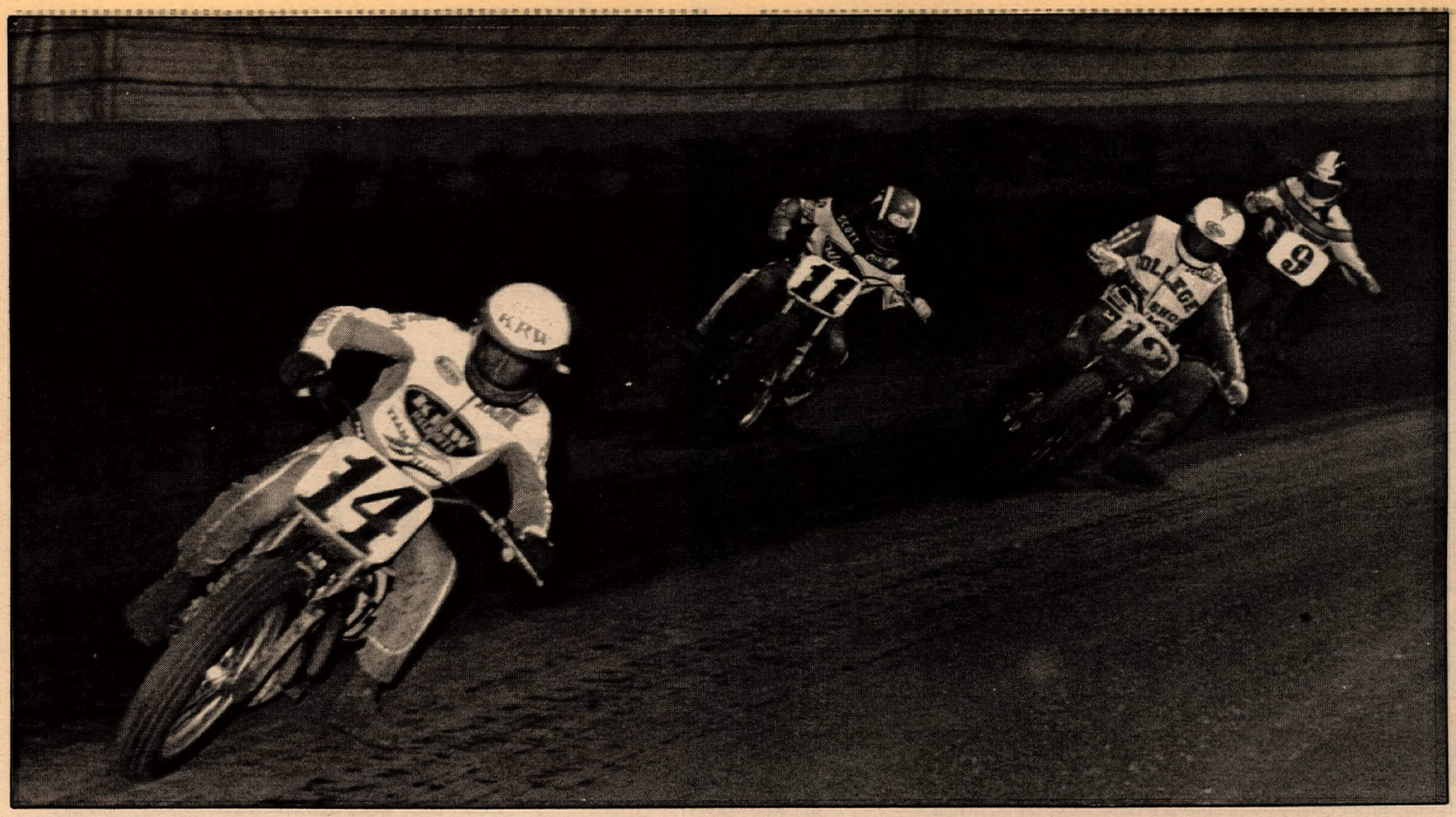
Ron Lechien—Yamaha
First Place 100cc
Stock Junior thru 15

Brad Sexton—Yamaha
First Place 100cc
Modified Junior thru 15

John Simpson—Yamaha
First Place 100cc
Stock Senior 16-18

Billy Able—Yamaha
First Place 125cc
Stock Expert

YAMAHA
THE WAY IT SHOULD BE.™



Saturday action had Hank Scott leading Ted Boody (12) and Scott Parker (11), who was fourth, to the checkers. Jay Springsteen (9) DNF with engine trouble.

AMA Grand National Championship/Winston Pro Series: Rounds 22-23

Hank Scott, Poovey score Indy wins; Gary Scott leads points

By Gary Van Voorhis
Photos by Bert Shepard/Silver Shutter

INDIANAPOLIS, IN, AUG. 29-30

Hank Scott and Terry Poovey squeaked out wins in some of the most competitive racing seen in a long while on the Winston Pro Series circuit. The place was the mile oval at the Indiana State Fairgrounds and due to rain, both 25-lap AMA Grand National Championship/Winston Pro Series Nationals were run at night rather than one night and one day event.

The chase for the title was jumbled up a bit although it is now clearly a three rider race with Gary Scott once again on top of the standings, leading Mike Kidd, who rode his Mert Lawwill-prepared Harley this weekend, by a scant two points — 173-171 — with Randy Goss at 166. Scott regained the lead with a 3-5 weekend while Kidd went DNF-2 and Goss had 9-4 finishes.

Hank Scott was perhaps the most disappointed rider in a host of disappointments. He had a solid chance of becoming the first back-to-back winner at Indy after his Saturday win and was challenging for the lead Sunday when his engine broke less than four laps from the finish.

Team Honda was absent from the Indy Nationals. They headed back to California after the Tulsa National to work on the bikes until the San Jose Mile. Ted Boody expects them to have a bike for him there.

In the Roberts-Lawwill Racing camp Jimmy Filice is campaigning the Yamaha while Kidd will continue to ride a Lawwill-prepared Harley. Kidd expects to ride a Yamaha at San Jose, but Number One fever has certainly struck the camp so anything could happen.

Saturday

Hank Scott, by a margin of less than half a wheel over Ted Boody, took the win in the nighttime portion of the Winston Pro Series Indy Mile Nationals double-header at the Indiana State Fairgrounds. In somewhat similar fashion Gary Scott made a last lap, turn three pass of Scott Parker stick in the dash to the checkered flag to take third. Terry Poovey followed Parker home in fifth.

"Praise Jesus," said Hank Scott in winner's circle. "I believed everything would work out and it did. I slipped off the groove a bit on the last lap and Boody closed in, but I was confident I had the power to hold him off."

The win marked Scott's 13th career victory and was his second of the season. Scott previously won the Harrington, DL, half mile.

"I was running about sixth early on and it loooked like it was going to be a long race," explained Boody afterwards. "Then I caught the draft of the front runners and the breaks started coming my way. This is a brand new bike and the first time I've ridden it. Bob Collins, who built it, did a helluva job."

Gary Scott's third place finish was in direct contrast to the problems he had all evening. "I had trouble all night," said Scott. "Even in the National the bike wasn't running that good, but it was running consistent and that's where things worked out. I sure didn't out-horsepower anybody."

The DNF list read like a who's who of this year's top 10 with WPS points leader going into this race Mike Kidd (riding a Lawwill H-D) leading the list. Steve Eklund, Scott Pearson and Jay Springsteen joined Kidd as spectators.

Defending Grand National Champ Randy Goss had a bad night and placed ninth. "I couldn't run with anyone out there," said Goss afterward.

Time trials

Time trials were led by Scott Parker with a 37.29 second lap. Springsteen clocked in at 37.53 for second fastest, followed in very close order by Pearson, Boody and Eklund. The 48 rider field was spread over two-plus seconds with cut-off at 39.46

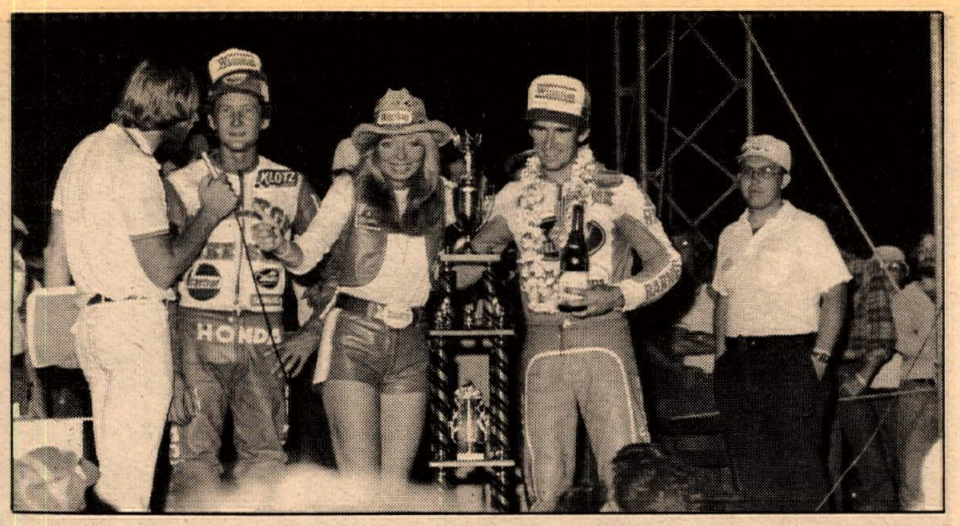
Heats

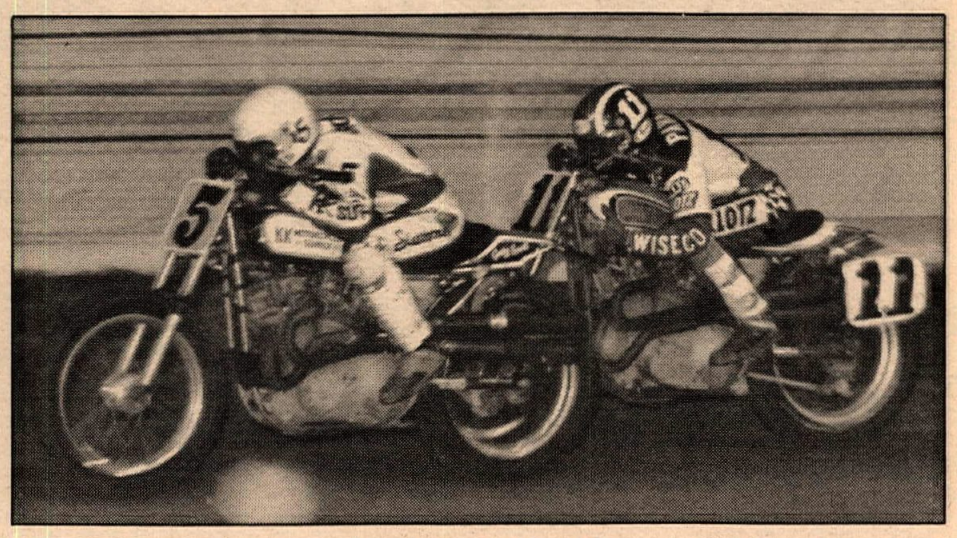
The top three finishers would transfer from each heat and the battle for those spots, in most cases, carried through each of the four heats. The track had already set up as a groove, although it was a very raceable one. Many riders felt the track was in excellent shape.

Parker and Billy Schaeffer carried on a 10-lap seminar in the art of drafting, late braking and other forms of the delicate ballet that is mile racing. In the end Parker prevailed. At the same time Eklund was making a serious effort to move into a transfer spot after a poor start and anxious seconds spent removing a heavily splattered tear-off in first turn traffic. With one slick pass of Peter Grant and Terry Poovey as he dove deep into turn one on lap five, Eklund was in the program.

Springsteen led Kidd for the first eight laps in heat two but Kidd led the final two. Springer tried to draft past at the finish line, but came up just short. By lap three Goss had settled into third a distance back and since he wasn't really within striking distance, he decided to stay there. The heat was the fastest of the night, giving Kidd the pole for the National.

Scott Pearson waited one lap in the third heat to displace Ricky Campbell in front. Three laps later both Hank





(Left) Terry Poovey got a buss plus a sizeable trophy for his win Sunday. (Top right) Dave Despain interviews Boody while Miss Winston, Lynn Griffis, and Hank Scott revel in winner's circle. (Above right) Gary Scott (5) dove into turn three before Scott Parker could shut the door for third on Saturday.

Scott and Garth Brow got past Campbell. Wayne Rainey, in another of his patented cliff-hanger finishes, took third after being sixth at the beginning of lap eight. "He hasn't changed a bit since the last National I was at," said his father Sandy. "He's still trying to give me and (tuner) Chris (Armstrong) grey hair."

Heat four found Lance Jones and Ted Boody running in close quarters for the duration with Jones on top at the finish. Gary Scott, from a disastrous start in 11th place, had sliced his way to fifth by lap five, engaged in a fierce battle with Brad Hurst and Steve Morehead. The fight carried right to the flag with Scott losing the advantage he had in the drag race to the flag. Morehead got the edge and the transfer.

Semis

The semis were the last chance to make the National field with four riders — two from each semi — transferring to make up the 16 rider grid.

Terry Poovey had his game plan dialed in on runaway in the first semi. Alex Jorgensen, plagued by a pinched gas cap vent hose in his heat, outran Rob Crabbe in a race to the finish.

The pressure was on Gary Scott in the final semi — if he failed to make the National it would certainly dim his chances of staying in contention in the WPS title chase. Scott and Brow began their battle for the win early with Campbell inching his way into the fracas by lap eight. Brow got the win with Scott, by the smallest of margins, holding off Campbell for the final transfer.

Trophy Race

Campbell, who sat out last season due to injury and lack of sponsorship, was not to be denied in the Trophy Race. "Things are beginning to work pretty good now," said Campbell after the race. "Skip Eaken works really hard on the bikes and South-East Harley-Davidson plus Newman's Sanitary Gasket Company have been really good to me."

Jimmy Filice put the Roberts-Lawwill Racing Yamaha into a strong closing fourth at the finish, "We're getting there," said Filice with a smile.

National

It was mostly routine work in the pits prior to the National, however, in Gary Scott's pit area the scene was controlled frenzy. Five people plus Scott himself were feverishly working to remove and replace the swingarm — held in place by a bolt that wouldn't loosen — and replace the ignition. The work was finished with no time to spare.

Springsteen, among the crowd's favorites, wasn't betting on himself. "We found a bit of metal on the plugs after the heat race," said Springer. "I doubt if it will last 25 laps. While it's running I'm going to let everyone know I'm there." Springsteen was challenging for the lead when his engine expired on lap nine.

Morehead's engine wouldn't fire when they gridded. A spark plug change fixed that.

Kidd, from the outside (grandstand) pole position, made a dash for the first turn on the green light. Gary Scott's move from the third row to zip in ahead of second row starter Goss was impressive, but both were stuck in traffic at the back of the pack.

Two riders drafting and passing each other for the lead is neat, with four it gets even more exciting and if you make it six then things get really wild. That's the way it was in the opening eight laps as the front-running pack grew to six with the addition of Boody on lap four. Kidd, Parker, Hank Scott, Pearson, Springsteen and then Boody gave the fans more than their money's worth of knock-down drag-out racing. Being first off the corner could mean you were sixth at the end of the straight and sixth off the corner could just as easily turn into first. It was a 120 mph plus game of seeing who would roll off the gas first at the end of the straights played inches apart. The fans loved it.

Behind this 12-wheeled freight train came Lance Jones, Poovey, Morehead, Gary Scott, Rainey and Goss playing their own form of high speed chicken crossing the finish line three abreast more often than not.

The first break in action came on lap nine when both Springsteen and Pearson went out with engine failures. Expensive noises, as Pearson said.

Boody and Hank Scott began to dominate the show as Parker found that his aggressive riding style had worn his tire out way too early.

Eklund had his engine go south on lap 13, followed two laps later by Kidd who had a rocker arm shaft break. Kidd coasted to a halt just past the finish line, got off the bike and threw up his arms in despair as a member of the Roberts-Lawwill team came to get the bike.

Where was Gary Scott all this time? He was working his way through traffic and taking advantage of the bad luck of others. By lap 14 he was challenging for fifth. Goss was ninth while Poovey had slithered his way to fifth.

By lap 15 things smoothed out a bit. It was Hank Scott and Boody sharing the lead followed by Parker and the Poovey/Brow/Jones/Gary Scott/Rainey fight for fourth with Goss, Morehead, Jorgensen and Schaeffer trailing.

Hank Scott established his power advantage by lap 20, although he couldn't draw away. Once these two passed one had just enough time to focus on the Gary Scott/Poovey/Brow duel as it drew closer and closer to Parker.

Hank Scott led the final lap all the way although Boody closed dramatically in turn one and took the finish right down to the last feet.

The Gary Scott/Brow/Poovey trio caught Parker going down the back straight with Gary diving into turn three before Parker could close the door. Scott held third at the flag.

Results

25-LAP NATIONAL: 1. Hank Scott (H-D); 2. Ted Boody (H-D); 3. Gary Scott (H-D); 4. Scott Parker (H-D); 5. Terry Poovey (H-D); 6. Garth Brow (H-D); 7. Lance Jones (H-D); 8. Wayne Rainey (H-D); 9. Randy Goss (H-D); 10. Steve Morehead (H-D); 11. Alex Jorgensen (H-D); 12. Billy Schaeffer (H-D); 13. Mike Kidd (H-D); 14. Steve Eklund (H-D); 15. Scott Pearson (H-D); 16. Jay Springsteen (H-D).
TIME: 15 min., 42.953 secs.

12 LAP TROPHY RACE: 1. Ricky Campbell (H-D); 2. Brad Hurst (H-D); 3. Rob Crabbe (H-D); 4. Jimmy Filice (Yam); 5. Bubba Rush (H-D); 6. Rod Farris (H-D); 7. Scott Drake (H-D); 8. Mike Gilkey (H-D); 9. Peter Grant (H-D); 10. Danny Perkins (H-D).
TIME: 7 min., 39.781 secs.

Sunday

Sunday's National was almost an instant replay of Saturday with only the names changed. This time it was Terry Poovey who came up with about six inches of breathing room over Mike Kidd at the checkered flag. Lance Jones, in the best National finish of his career, filled winner's circle, but had to hold off the last lap charge of Randy Goss. Gary Scott, with a pack of riders nipping at his heels, took fifth. The event was run at night after a long delay caused by heavy rains early Sunday morning.

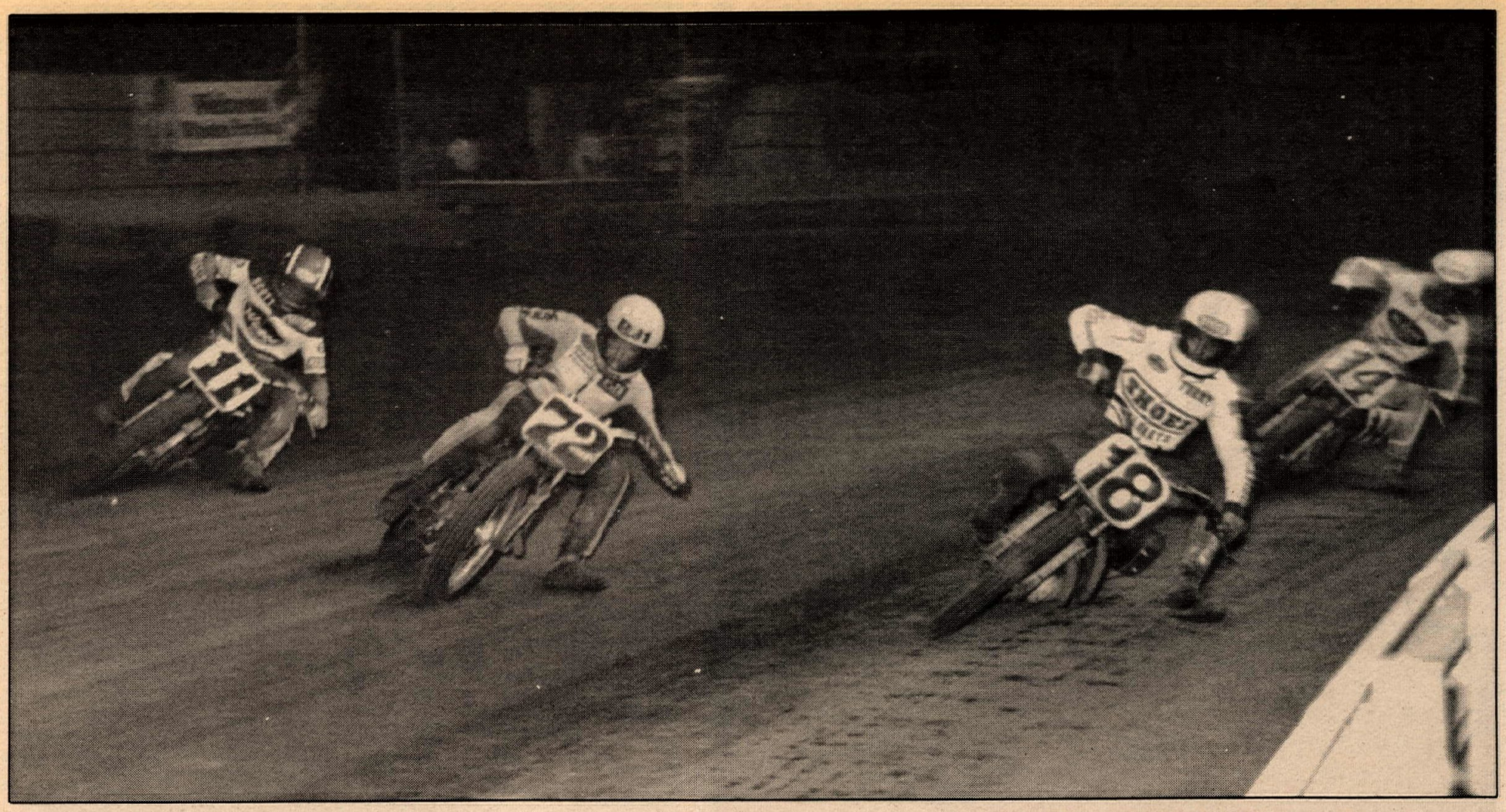
"I know Mike was going to run high on that last lap," said Poovey, "so I tried to play it cool, follow him and let him lead it off turn four. It was a gamble, but I timed the draft pass just right." The win was Poovey's fifth National victory in his career and first this season.

Kidd shrugged his shoulders, but there was a smile on his face. "What can I say? I passed him (Poovey) on the back straight and thought I could hold on with a good drive off turn four. It didn't work. Hey, that was a fun race. The track was great. How many times do you see Mike Kidd running high in the cushion? Not too many, but that was the place."

"When Hank blew up (at the end of lap 23) it cut the draft on Mike and Terry," said Jones. "From then on the race was history. I lost the brakes on about lap 15, but that didn't really bother me. I've got a good bike (injured Billy Labrie's) and I want to do good. Slowly, but surely we're getting there."

The National was interesting for two names were not in it. Jay Springsteen, after setting fast time in qualifying, scratched from the program because of sickness. "It was one of those things," said Springsteen's tuner Bill Werner. "His sugar level reaches a certain point and bingo, that's it."

Steve Eklund fried his bike's clutch on the start of his heat and put an



Riders used the whole track Sunday with Scott Parker trying the cushion, Mike Kidd (72) a bit lower, and Terry Poovey (18) and Hank Scott in the groove.

early end to an already frustrating weekend.

There was a vicious accident Sunday involving Chuck Springsteen and Tommy Duma, who apparently tangled handlebars coming off turn four in the Trophy Race.

Time trials

Jay Springsteen easily notched the fastest lap in qualifying, posting a 37.35 seconds time, just a shade slower than Scott Parker's 37.29 on Saturday night. Mike Kidd clocked in at 37.59 with Gary Scott, Hank Scott and Terry Poovey rounding out the top five. The cut-off time was 39.426.

Heats

There was plenty of ride swapping going on. Most notable was Scott Pearson riding the Ron Wood Harley after the Saturday damage done to his engine was diagnosed as too much to fix. Wayne Rainey hopped on Scott Parker's spare after his bike took sick in practice. Poovey opted for his personal bike after riding a Carl Patrick Racing mount Saturday. Lawwill and Kidd repaired the broken rocker arm shaft, but were worried about debris in the bottom end.

The racing action began just as furiously as it had left off less than 24 hours before. Poovey, Garth Brow and Alex Jorgensen hooked up in a three way swapfest in heat one that carried on for the entire 10 laps. Each held the lead at some point, but at the finish it was Poovey over Jorgensen with Brow following — all within the space of about two bikelengths.

Lance Jones exploded to the front in heat two, leading Mike Kidd and a five rider contingent rumbling about in third. Jones wouldn't give up the lead or win and by lap four had broken the draft with second place Kidd. Ricky Campbell had moved into third for good while rookie Rod Farris was showing Steve Morehead and Billy Schaeffer he wasn't intimidated by his elders. It was a superb ride by Farris and he nearly took fourth away from Morehead.

The seven rider pack out front in the third heat narrowed down to six by halfway with the shuffling going on between Gary Scott, Scott Parker and Ted Boody. Tim Mertens, Brad Hurst and Gene Romero were dicing just feet behind. The lead changing continued through the final lap. Boody took to the front off turn two and held on to win despite a challenge by Soctt in second. Parker had lost ground, but held third to the flag. Hurst won the fourth place duel.

Randy Goss had the advantage on the front straight and Hank Scott had an advantage on the back straight in heat four and that's where the action was taking place. While that was going on, Wayne Rainey was sneaking up into third and then into second to join the crowd. Goss came back strong for second and Scott even stronger to win. Rainey had to settle for third. Pearson's late drive fell short. An igntion problem sidelined the Roberts-Lawwill Racing Yamaha of Jimmy Filice after he had run as high as fifth.

Semis

In one of the most impressive rides of the evening, rookie Rod Farris came from a distant last into a challenge for the lead by the end of semi one. Chas Roberts had fought his way to the lead by lap seven with Rich Arnaiz, another rookie, knocking at the door. In the end Moorehead slipped by both Arnaiz and Farris to take the second of two transfers into the National as Roberts won.

The candidates for the two final spots in the National ranged as high as eight in the final semi. Literally everyone was going for it. Brad Hurst and Tim Mertens were the most determined as Hurst led the way home with Mertens second.

Trophy Race

The Trophy Race continued the down-to-the-wire pattern that had been established. As the field began the final lap Mike Minnig held a foot or two lead over Scott Pearson and Rob Crabbe and the three were nearly side-by-side at the line. They shuffled coming down the back straight, shuffled again in turn three and then set for the last dash. It was Crabbe by inches over Minnig and Pearson.

"I wanted to be on the outside wall against the edge coming off turn four," said Crabbe. "I think that gave me an edge. I wouldn't be here without all the help I receive from John Sullivan, Mills Harley-Davidson and Esprit."

National

"We're going to run this sucker right up on the cushion, you can count on it," said Rick Toldo about the strategy Scott Parker would employ in the National. "That will be the hot set-up."

There had been a lot of hurried activity in the Roberts-Lawwill pits before the Naitonal as Lawwill, checking the tappets for clearance, found another broken rocker arm shaft — on the other cylinder. It was changed, but with little time to spare.

"I want to sweep this weekend clean," said Hank Scott. "I know I can do it."

In the Gary Scott pits things were calm. Aside from routine maintenance, the Scott crew had changed the rear shocks, Unfortunately, the new shocks had the opposite effect of what Scott was looking for.

Referee Duke Olliges held a meeting prior to the start to warn the riders about weaving on the straights to break the draft of challenging riders.

Hank Scott, followed by brother Gary and Poovey, blistered the start. Boody missed a shift off the line and that ruined his race plan. Parker took to the high line in turns 1-2 and 3-4 to move into second by the end of lap two. Gary Scott was finding that his shocks didn't work work a lick and he was sliding all over the place and steadily slipping backwards.

By lap four Parker and Hank Scott had broken the draft, leaving Poovey, Kidd, Jones, Gary Scott, Jorgensen, Campbell, Boody and Goss to charge onward. Two laps later Kidd had made his way to third and was first on the next go-around. Keeping track of the swapping going on was impossible.

With the cushion in use as well as the groove the Parker/Poovey/Hank Scott/Kidd foursome were spectacularly crowding three and were trying four abreast in the corners.

By lap 12 the field had broken up into two distinct battles separated by nearly a straightaway. It was Kidd/Parker/Hank Scott/Jones and Poovey in the lead as Goss followed with Morehead/Gary Scott/Boody/Mertens and Jorgensen in the second crowd.

Suddenly, Parker was out. "The motor broke," said Parker. Just as quickly Jones flexed his muscles and took the lead. Rainey and Campbell were already spectating. Goss was on the move as positions changed in every corner and on every straight.

It appeared if luck held there would be a five rider dash for the checkered flag. Unfortunately, Hank Scott blew his engine in the middle of the third turn on lap 23, cutting Poovey and Kidd loose from Jones and Goss. Poovey decided he wanted to follow Kidd on the final lap as Kidd decided he wanted to lead and play horsepower. Things worked out for each, but it was Poovey with the ponies to win as Kidd came up inches short. Jones held off Goss for third.

Meanwhile, Gary Scott was making the best of a bad situation with his shocks and riding the wheels off his bike. It paid off with fifth place as Boody crossed the line breathing down Scott's back.

"I hope you had as much fun watching the racing as we did doing it," said Kidd to the crowd. He was greeted with a tremendous roar. ●

Results

25-LAP NATIONAL: 1. Terry Poovey (H-D); 2. Mike Kidd (H-D); 3. Lance Jones (H-D); 4. Randy Goss (H-D); 5. Gary Scott (H-D); 6. Ted Boody (H-D); 7. Tim Mertens (H-D); 8. Steve Morehead (H-D); 9. Garth Brow (H-D); 10. Chas Roberts (H-D); 11. Brad Hurst (H-D); 12. Hank Scott (H-D); 13. Alex Jorgensen (H-D); 14. Scott Parker (H-D); 15. Ricky Campbell (H-D); 16. Wayne Rainey (H-D).
TIME: 15 min., 41.736 secs.

12-LAP TROPHY RACE: 1. Rob Crabbe (H-D); 2. Mike Minnig (H-D); 3. Scott Pearson (H-D); 4. Billy Schaeffer (H-D); 5. Mike Gilkey (H-D); 6. Ron Jones (H-D); 7. Rod Farris (H-D); 8. Rich Arnaiz (H-D); 9. Tommy Duma (H-D); 10. Chuck Springsteen (H-D).
TIME: None due to restart.

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Gary Scott (173); 2. Mike Kidd (171); 3. Randy Goss (166); 4. Scott Pearson (127); 5. Hank Scott (116); 6. Alex Jorgensen (111); 7. Jay Springsteen (106); 8. Steve Eklund (105); 9. Terry Poovey (101); 10. Steve Morehead (94); 11. Ted Boody (77); 12. Scott Parker (75); 13. Ricky Graham (70); 14. Wayne Rainey (64); 15. Jimmy Filice (56); 16. Garth Brow (53); 17. Dale Singleton (52); 18. Nick Richichi (45); 19. Mickey Fay (44); 20. (TIE) Bubba Shobert/Freddie Spencer (42).

AMA/WINSTON PRO SERIES MANUFACTURER POINT STANDINGS: 1. Harley-Davidson (337); 2. Yamaha (181); 3. Honda (139); 4. Suzuki (57); 5. Triumph (44); 6. Can-Am (36); 7. Kawasaki (26); 8. Maico (15); 9. Norton (2).

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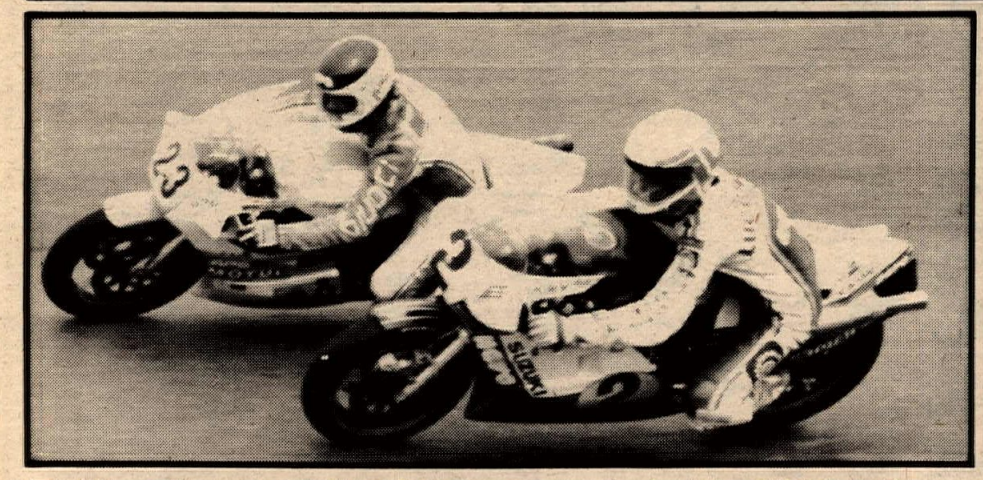

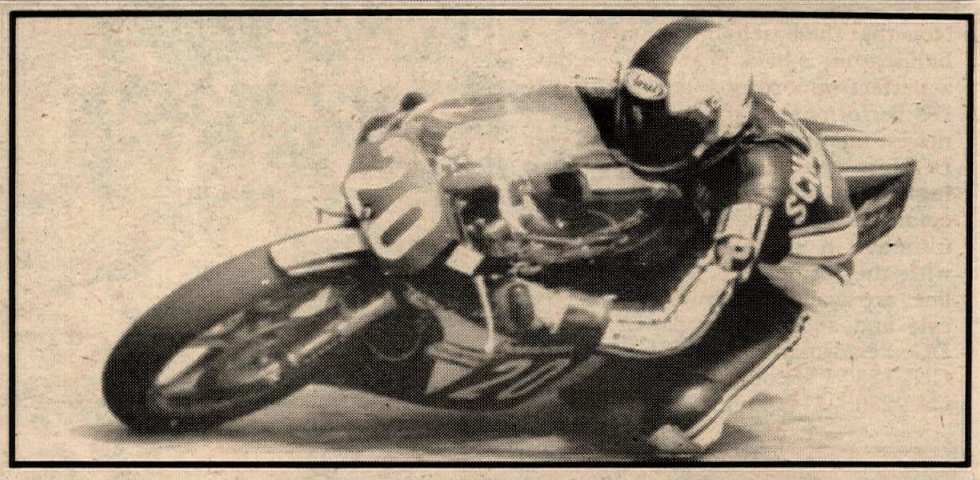

(Top) Barry Sheene ended an almost two year win drought with his Anderstorp victory. (Above left) Marco Lucchinelli (2), here racing with Bernard Fau, cruised to a ninth place and took the 500cc World Championship. (Above right) American Rich Schlachter had handling problems, placing ninth in the 250cc race.

World Road Race Championship Series: Round 12

'Lucky' Lucchinelli takes 500cc title as Sheene storms Sweden

By Lou Martin

ANDERSTORP, SWEDEN, AUG. 16

Italy's Marco Lucchinelli clinched the 500cc World Road Racing Championship for Suzuki with a sensible ninth place ride at Anderstorp. Barry Sheene (Yam) won the race to make it six wins in a row at the Swedish GP in his first win since the French GP in 1979.

American Randy Mamola, who was Lucchinelli's only threat in the title chase at this the last round, finished one lap down on the leaders in 13th place.

For the fifth GP this season it rained for the 500cc race. In contrast it has rained in only one 250cc race, Monza. The usual problem of what tires to use was complicated by the fact that the track drains exceptionally well because all corners are banked and the rain came in bursts. All of the top runners bar Kenny Roberts chose intermediates. Roberts went for full rain tires on his Yamaha and by the sixth lap his rear tire was in shreds.

Sheene had a bad start as Mamola led on the opening lap. However, Mamola's lead didn't last for long as a fork seal, which blew on the half lap ride from the pits to the warm-up grid, caused the RG500 Gamma Suzuki to handle like a dog through left hand corners. Jack Middelburg took over on lap two followed by Kork Ballington, Boet Van Dulmen, Graeme Crosby, Mamola and Roberts. At this stage Sheene was in eighth place and moving through the field.

Van Dulmen was the first to pressure Middelburg until lap five when Sheene caught up. From this point Sheene and Van Dulmen cleared out together until the 20th lap which saw Sheene break clear of Van Dulmen and establish an eight second lead. Van Dulmen fought back and crossed the finish line .4 seconds behind Sheene. Middelburg came in third, 38 seconds behind Van Dulmen after a lonely ride. Ballington, who was circulating in fifth place for most of the race, caught Crosby as the track dried out and held him off to finish fourth just one second ahead of Crosby.

Roberts pitted on lap six to change tires but too much time was lost and he retired. Mamola, who confessed to hating the wet, saw any chance of winning the title disappear when Lucchinelli passed him after the new champ had a very slow start. Lucchinelli's pit crew kept him informed of Randy's placing and Marco cruised around in ninth place to win the championship for 1981, breaking Kenny Roberts' domination of the class for the last three years.

The 250cc race was run the day before the rest of the events for some reason that no one can explain. As usual it was an Anton Mang benefit. Mang and his Kawasaki won by 16 seconds over Roland Freymond with Jean Francois Balde a further two seconds back. Richard Schlachter finished in ninth place after riding the whole race with a faulty monoshock unit. His TZ250's unit went in practice and a 500 Yamaha unit was fitted but it was not dialed in properly. Schlachter is now in eighth place in the 250cc World Road Racing Championship standings with one round remaining at Brno, Czechoslovakia on Aug. 30.

Rolf Biland sealed the sidecar title with a masterful display of racing in beating other title hopefuls Alain Michel and 1980 champion Jock Taylor. Biland grabbed the lead early and held on to win by eight seconds over Michel with a further 29 seconds back to Taylor. ●

Results

500cc: 1. Barry Sheene (Yam); 2. Boet Van Dulmen (Yam); 3. Jack Middelburg (Suz); 4. Kork Ballington (Kaw); 5. Graeme William Crosby (Suz); 6. Marc Fontan (Yam); 7. Franco Uncini (Suz); 8. Seppo Rossi (Suz); 9. Marco Lucchinelli (Suz); 10. Bernard Fau (Suz).

250cc: 1. Anton Mang (Kaw); 2. Roland Freymond (AM); 3. Jean-Francois Balde (Kaw); 4. J.L. Guignabodet (Kaw); 5. J.L. Tournadre (Yam); 6. Christian Estrosi (Yam); 7. Martin Wimmer (Yam); 8. Didier De Radogies (Yam); 9. Richard Schlachter (Yam); 10. Bengt Elgh (Yam).

500cc WORLD ROAD RACING CHAMPIONSHIP POINT STANDINGS: 1. Marco Lucchinelli (105); 2. Randy Mamola (94); 3. Kenny Roberts (74); 4. Barry Sheene (72); 5. Graeme Crosby (68); 6. Boet Van Dulmen (64); 7. Jack Middelburg (60); 8. Kork Ballington (43); 9. Marc Fontan (25); 10. H. Kawasaki (19).

250cc WORLD ROAD RACING CHAMPIONSHIP SERIES POINT STANDINGS: 1. Anton Mang (145); 2. Jean-Francois Balde (93); 4. Roland Freymond (60); 5. C. Lavado (56); 6. Patrick Fernandez (43).

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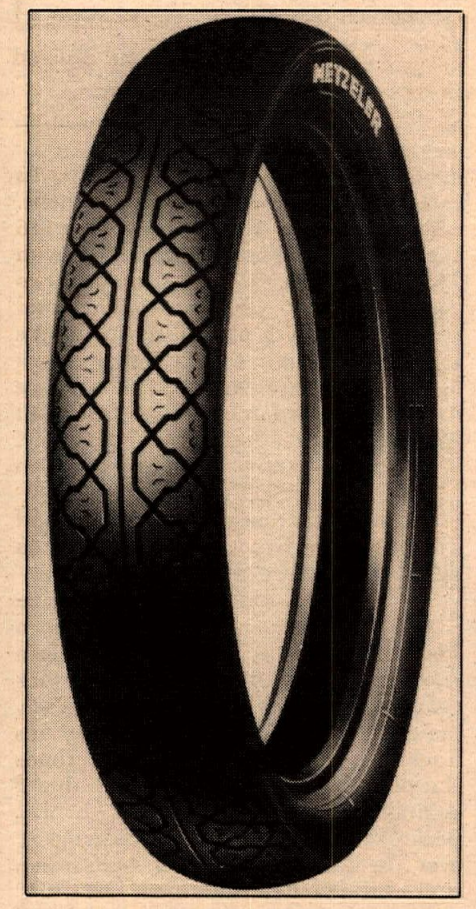

The popularity of today's custom styled -- some would say chopper styled -- bikes has led Metzeler to introduce a new 16 inch tire, the ME 77 130/90 H-16. The tread design has been shown to work well in the wet and should give excellent mileage. Initially, the 130/90 H-16 will be available in tubeless form. It is rated for continuous speeds up to 130 mph. For more information see your Metzeler tire dealer.

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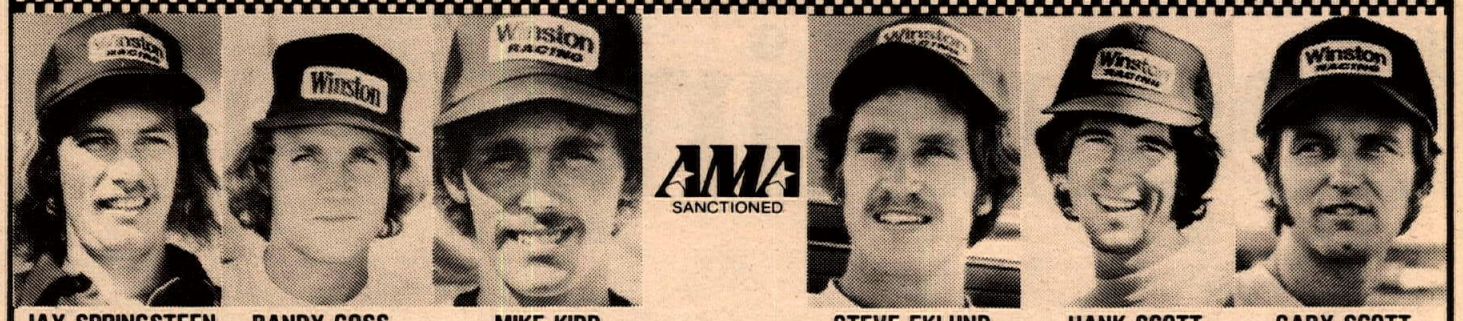

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Bobby Hill (1) and Joe Leonard (98) admire 1953 Indy winner Everett Brashear's trophy. In 1954 Leonard won Indy.

In the beginning

By Russ Whittinghill

The AMA Grand National Championship Series got its start back in 1954. Now, 530 Nationals later we call the events "Winston Pro Series races," but for the first 20 years they were referred to as "Grand Nationals." Each race has its own importance to a rider and in recent years the double Indianapolis Mile Nationals have become strategic in the making or breaking of a championship contender. What was it like in 1954? As grand as the events are now, there are many, including author Russ Whittinghill, who feel the races were as grand if not grander in 1954 -- in the beginning...Editor.

What follows is a race-by-race recap of the 1954 Grand National Championship Series. Prior to 1954 the AMA's Number One plate was awarded to the winner of the annual Springfield (Illinois) Mile race, an August event that attracted upwards of 25,000 fans each year. Indian riders Bobby Hill and Bill Tuman had dominated the Springfield race the previous three years with Tuman carrying the Number One plate into the 1954 season. Tuman had won that prestigious plate when he narrowly edged out the BSA twin of the late Al Gunter at Springfield in 1953.

If a Grand National Championship point system had existed through 1951-52-53, the Number One plates would have been awarded to Ohio's Dick Klamfoth, Indiana's Bobby Hill and California's Joe Leonard, in that order.

But we're focusing our attention on 1954 and the beginning of that grand series that is now called the Winston Pro Series -- the Grand National Championship Series.

Daytona 200 Mile Road Race

March 7, 1954

1953 Daytona winner Joe Leonard, Paul Goldsmith and 42-year-old Ed Kretz went head-to-head for the lead in the early going until Leonard dropped out when his Harley-Davidson came up with a flat tire and Goldsmith's Harley split a valve. Triumph mounted Kretz continued to lead until lap 11 when he started to slow from a primary chain case oil leak. Bobby Hill, riding a swingarm equipped BSA twin for the first time, moved into first for 11 laps, pitted, losing the lead to Dick Klamfoth, who was riding a rigid BSA twin. (Both Hill and Klamfoth had switched from Norton to BSA because the new short stroke Nortons failed to meet AMA requirements). Hill took over from Klamfoth on lap 30, pulling out a 29-second advantage at the finish. Tommy McDermott, riding a BSA Gold Star, finished third, over a lap down.

Results

1. Bobby Hill (BSA); 2. Dick Klamfoth (BSA); 3. Tommy McDermott (BSA); 4. Al Gunter (BSA); 5. Kenny Eggars (BSA); 6. Alvin Shafter (Tri); 7. Mike Dottley (Tri); 8. Warren Sherwood (BSA); 9. Jimmy Hale (Tri); 10. Don Hutchinson (H-D).

Willow Springs 125-Mile Road Race

April 4, 1954

Ed Kretz, aboard an open megaphone equipped, rigid frame 500cc Triumph dirt tracker, was the early pace setter in this California road race, heading up the 24-man field for four laps. Kenny Eggars moved his BSA into first for 21 laps before pitting for gas. Don Tindall took his Harley to the front for four laps only to have his bike's engine blow up. Eggars then led to the finish, almost lapping the fourth place rider. Ed Kretz finished second despite having crashed once during the race. Triumph mounted Johnny Gibson moved up from last to take third.

Joe Leonard had been "disqualified for illegal procedures." Daytona 200 winner Bobby Hill was entered but a highway accident en route kept him out of the race. Eggars won $1,550 of the $5,500 purse which drew 6,500 spectators.

Results

Kenny Eggars (BSA); 2. Ed Kretz (Tri); 3. Johnny Gibson (Tri); 4. Al Gunter (BSA); 5. Gene Theissen (BSA); 6. Harry Pleton (Tr; 7. Swede Belin (Tri); 8. Ray Tanner (H-D); 9. Tex Wise (H-D); 10. Jimmy Phillips (Tri).

Richmond 6-Mile Half Mile

May 30, 1954

Dick Klamfoth led the Virginia race from wire-to-wire on a BSA twin, holding off early bids by Paul Goldsmith until Goldsmith pitted with plug trouble. Goldsmith had been fast qualifier, turning in a lap at 27.59 seconds. Pennsylvania's Eddie Fisher out-dueled Bill Tuman for second. Klamfoth took home the winner's share of $3,100 purse.

Results

1. Dick Klamfoth (BSA); 2. Eddie Fisher (Tri); 3. Bill Tuman (Ind); 4. Richard Clark (Tr; 5. Don Hutchinson (H-D); 6. Rod Burkhardt (Tri); 7. Paul Goldsmith (H-D); 8. Bobby Hill (Ind).

Columbus 10-Mile Half Mile

June 12, 1954

Buckeye State racing fans saw Bobby Hill post fast time with a lap of the Ohio State Fairgrounds in 29.4 seconds aboard his immaculate 3-speed, hand shift 1947 Indian. Hill roared to the front but was overhauled by Michigan's Ernie Beckman, also aboard an Indian. Hill fought back and retook the lead, but then slipped the groove and was passed by Paul Goldsmith, who had started last. Goldsmith held on to win the bulk of the $3,500 purse in front of an estimated 20,000 spectators. The Junior class race was won by Babe Demay.

Results

1. Paul Goldsmith (H-D); 2. Bobby Hill (Ind); 3. Ernie Beckman (Ind); 4. George Malek (H-D); 5. Dick Klamfoth (BSA); 6. Don Hutchinson (H-D); 7. Bill Petri (H-D); 8. Bill Tuman (Ind).

Laconia 100-Mile Road Race

June 20, 1954

New England fans flocked to the New Hampshire road course and witnessed San Jose, California's Joe Leonard score a decisive win, lapping the field before a quarter of the race had been scored. Oregon's Don Tindal hung on to second for 57 miles only to crash avoiding a downed rider. Leonard pitted and then returned to win by 2 minutes, 12 seconds ahead of New York's Warren Sherwood. The Laconia Classic's purse in 1954 was $4,000.

Results

1. Joe Leonard (H-D); 2. Warren Sherwood (BSA); 3. John Hood (H-D); 4. Paul Goldsmith (H-D); 5. Sid Swan (H-D); 6. Rod Burkhardt (Tri); 7. Bobby Hill (BSA); 8. Ted Boyd (Tri); 9. Stan Myers (BMW); 10. Earl Widman (H-D).

Wilmot 75-Mile Road Race

June 27, 1954

Joe Leonard and Don Tindal outrode everyone with their brilliant form over the one-mile sports car racing course in Wisconsin, while Dick Klamfoth and Eddie Fisher dueled over third place until Klamfoth's BSA magneto packed up. Goldsmith caught Fisher when Eddie fell in the hairpin turn. Fisher, though, got back up and pipped the hard riding Goldsmith by inches at the line for third. Leonard shared the front spot with Tindal for most of the race, scooting ahead in the closing laps and won with a 16-second advantage. Fisher was 49-seconds back, almost a lap down on Leonard. 5,000 watched the race which saw the field share a $3,000 purse.

Results

1. Joe Leonard (H-D); 2. Don Tindal (H-D); 3. Eddie Fisher (Tri); 4. Paul Goldsmith (H-D); 5. Don Hutchinson (H-D); 6. Harry Fearey (H-D); 7. Roy Mahood (Tri); 8. Charles Carey (H-D); 9. Tommy Thompson (BSA); 10. Roger Soderstrom (H-d); 11. Bill Tuman (Tri).

Windber 50-Mile Road Race

June 25, 1954

On the same day the Bay Meadows (California) 20-Mile Mile was running, making it impossible for any rider to attend all the races in this the first Grand National Championship Series. Dick Klamfoth set fast time over the short Pennsylvania course which wound its way through a wooded park. Klamfoth ran second in the race for 15 laps, but DNF due to brake trouble. Harry Feary of Pekin, Illinois, crashed but still won by three seconds over Illinois' Roger Soderstrom. The pair conducted a side-by-side duel for over 20 laps. The event paid a $2,000 purse.

Results

1. Harry Feary (H-D); 2. Roger Soderstrom (H-D); 3. Don Hutchinson (H-D); 4. Sherman Cooper (Tri); 5. Don Horne (Tri); 6. Eddie Fisher (Tri); 7. Claude Mook (Nor); 8. Don Goukoz (H-D); 9. John Hood (H-D); 10. Leroy Payne (H-D).

Bay Meadows 20-Mile Mile

July 25, 1954

Run the same day as the Windber Road Race, the 20-Mile Mile was held at Bay Meadows horse racing track on the south side of San Francisco, California. Joe Leonard repeated his 1953 Bay Meadows performance as he zoomed from last to first in five laps and took the win. Early leader Bobby Hill's Indian slowed and Leonard beat out Paul Goldsmith by three-feet. San Jose's Charlie West and Kenny Eggars fought over third with West getting the upper hand at the line. 16,000 spectators watched the $5,000 purse race.

Results

1. Joe Leonard (H-D); 2. Paul Goldsmith (H-D); 3. Charlie West (H-D); 4. Kenny Eggars (BSA); 5. Bobby Hill (Ind); 6. Al Gunter (BSA); 7. Johnny Gibson (Tri); 8. Chuck Basney (H-D); 9. Gene Thiesen (BSA); 10. Jimmy Phillips (Tri).

Portland 5-Mile Mile

August 1, 1954

Oregon's Eugene Thiessen made history on his home state's mile track by recording the first win on a mile oval by a British bike. Thiessen rode his 500cc BSA Gold Star in the trophy dash distance race. Joe Leonard recorded the fastest qualifying lap at 43.94 seconds. But the story goes that his extra long dyno-tuned reverse cone megaphone exhaust pipes were beyond the legal length and had to be altered before the National started. Bobby Hill sped ahead for four laps, but a fouled plug dropped Hill off the pace. Thiessen won by two lengths over San Jose's Charlie West. The event which was watched by 5,000 spectators paid a purse of $2,500. The accompanying Junior class race was won by Brad Andres. Dick Mann finished third.

Results

1. Eugene Thiessen (BSA); 2. Charlie West (H-D); 3. Paul Goldsmith (H-D); 4. Bobby Hill (Ind); 5. Kenny Eggars (BSA); 6. Joe Leonard (H-D); 7. Al Gunter (BSA); 8. Don Tindall (H-D); 9. Hugh McAfee (Tri); 10. Kenneth Fielding (Tri).

Williams Grove 8-Mile Half Mile

August 1, 1954

The first weekend in August saw yet another double National weekend, again with events in distant parts of the country. Charles "Chub" Carey of Rockford, Illinois, won his first National by shutting out three-time Williams Grove winner Ernie Beckman by one-half a bike's length over the fast Pennsylvania half mile oval. Bill Tuman held the lead for three laps, but a slide dropped him third as Carey moved into first. Beckman cut into Carey's 50-yard advantage but time ran out for the closing Beckman. Jerry Callen set fast time with a 29.38 second lap in qualifying. A $3,300 purse was paid to the fast guys who were watched by 12,000 fans.

Results

1. Charles Carey (H-D); 2. Ernie Beckman (Ind); 3. Bill Tuman (Ind); 4. George Maler (H-D); 5. Buck Brigance (H-D); 6. Jerry Callen (Ind); 7. Bob Boutwell (Tri); 8.

Richard McDougall (Tri).

Sturgis 5-Mile Half Mile

August 15, 1954

Al Gunter trounced all the champions in an upset win, scoring the first half mile National win for BSA's Gold Star model. Gunter emerged from a four way battle with Goldsmith, Klamfoth and Leonard to steam away for a decisive victory on the last lap of the South Dakota oval. Gunter had scored the first dirt track National win for BSA in the Shreveport, Louisiana, half mile in 1952. The purse for the Sturgis race was $3,000.

Results

1. Al Gunter (BSA); 2. Paul Goldsmith (H-D); 3. Dick Klamfoth (BSA); 4. Joe Leonard (H-D); 5. Hugh McAfee (Tri); 6. Charlie West (H-D).

Springfield 25-Mile Mile

August 22, 1954

BSA twin mounted Al Gunter turned back fast qualifier (41.77 sec.) Joe Leonard in their heat race and Bill Tuman held off Leonard for 1½ laps in the National, but after that Leonard was never headed. Hill closed up quickly to pace Leonard some five or six lengths back for eight laps, but his Indian finally broke. Bill Tuman, Charlie West, and Gunter ran side-by-side for third a straightaway behind Leonard. Track-wise Tuman inched out the faster cycles of West and Gunter at the line for the runnerup's share of the $7,500 purse. 25,000 fans packed the stands at the Springfield, Illinois oval.

Results

1. Joe Leonard (H-D); 2. Bill Tuman (Ind); 3. Charlie West (H-D); 4. Al Gunter (BSA); 5. Paul Goldsmith (H-D); 6. Johnny Gibson (Tri); 7. Dick Klamfoth (BSA); 8. Alan Davis (Tri); 9. Roy Goff (H-D); 10. Bobby Hill (Ind).

Peoria 45 & 80ci TTs

August 29, 1954

Jimmy Phillips, 1951 double Peoria winner, bellowed his open megaphone equipped 500 and 650cc Triumphs to fast time trial laps in the 45 and 80 cubic inch classes at 31.77 and 31.75 seconds, respectively. Joe Leonard posted second fastest times with his 750 and 900cc side-valve Harleys, recording identical 31.81 second times. Leonard reversed the situation in the Nationals, heading Phillips across the line in both races. 10,000 watched the twin-Nationals which paid a combined purse of $3,000.

Results

45ci: 1. Joe Leonard (H-D); 2. Jimmy Phillips (Tri); 3. Roger Soderstrom (H-D); 4. Harry Fearey (H-D); 5. Jack Davin (Tri); 6. Earl Widman (H-D); 7. Ray Schok (Tri); 8. Johnny Gibson (Tri).

80ci: 1. Joe Leonard (H-D); 2. Jimmy Phillips (Tri); 3. Harry Fearey (H-D); 4. Roger Soderstrom (H-D); 5. Alan Davis (Tr; 6. Bill Beardsley (H-D); 7. Richard McDougall (Tr; 8. Walt Fulton Sr. (Tri).

St. Paul 7-Mile Half Mile

September 1, 1954

Illinois Harley rider Chub Carey went wire-to-wire before 19,500 fans to win his second Grand National Championship race of the year. The Minnesota event paid a purse of $4,500.

Results

1. Chub Carey (H-D); 2. Jerry Callen (Ind); 3. Ernie Beckman (Ind); 4. Paul Goldsmith (H-D); 5. Bill Tuman (Ind); 6. Milt Lassister (Ind); 7. Bill Petri (H-D); 8. Al Burke (H-D); 9. Colon Simmons (H-D); 10. Hugh McAfee (Tri).

Langhorne 100-Mile Mile

September 5, 1954

Pennsylvania's Langhorne Speedway was the site of a D-shaped, oiled mile track where ultra-high speeds were reached. In fact, it was considered "too fast" and the 1954 race was the next to last motorcycle race run there. Joe Leonard recorded a new one-lap record in time trials at 38.25 seconds, 94.11 mph. Second fastest qualifier Al Gunter and his BSA twin held off Leonard and 28 other qualifiers for the first three laps. Leonard then got by Gunter and opened up a 16-second lead by the tenth lap. Gunter lost an oil line and crashed on the twelfth lap. By lap 42 Leonard lapped Everett Brashear, who was returning action after being seriously injured in a spring racing accident, and Dick Klamfoth who were dueling for second. Leonard did not break Gunter's 93 mph record for 50 laps as four laps were run under the caution flag. Leonard dropped out at the 60 mile mark and Klamfoth went to the pits out of oil which allowed Brashear to open up a 31-second buffer by lap 90. 12 bikes were running at the finish of the $5,000 race which averaged 90.77 mph.

Results

1. Everett Brashear (H-D); 2. Roy Goff (H-D); 3. John Hood (H-D); 4. Richard Clark (Tri); 5. Tommy McDermott (BSA); 6. Charlie West (H-D); 7. Richard McDougall (Tri); 8. Buck Brigance (Tri); 9. James Gregory (BMW); 10. George Bordo (H-D); 11. Donnie Rees (BSA); 12. John Droneburg (H-d).

Indianapolis 8-Mile Mile

September 11, 1954

Jerry Callen posted the fastest time, 44.78 seconds, before a sparse Saturday crowd at the Indiana State Fairgrounds oval, but the National was all Joe Leonard's. Leonard picked off fast starting Al Gunter on the backstraight and that was that. Charlie West and Dick Hutchinson fought over third place while Everett Brashear held second behind the winner. The race paid a purse of $3,000.

Results

Joe Leonard (H-D); 2. Everett Brashear (H-D); 3. Charlie West (H-D); 4. Dick Hutchinson (H-D); 5. Jerry Callen (Ind); 6. Ernie Beckman (Ind); 7. Al Gunter (BSA); 8. Ray Goff (H-D); 9. Charles Carye (H-D); 10. Paul Goldsmith (H-D).

Hammond 9-Mile Half Mile

September 12, 1954

With the Number One plate already in his hip pocket, Joe Leonard won the final event of the season which was run on one of the fastest half mile tracks the 1954 competitors saw in 1954. The Hammond track was located in the northwest corner of Indiana. Charlie West established a new track record at 27.61 seconds, just a tick of the timer's clock ahead of Jerry Callen's 27.62. In the race, Leonard held off a pressuring Al Gunter and lowered the lap time to 27.07. Leonard was shadowed by Gunter's Gold Star for 16 laps until the BSA's engine soured. While winning his eighth National of the year, Leonard lapped Bill Tuman who finished sixth.

Results

1. Joe Leonard (H-D); 2. Charlie West (H-D); 3. Jerry Callen (Ind); 4. Bill Petri (H-D); 5. Al Gunter (BSA); 6. Bill Tuman (Ind); 7. Milt Lassiter (Ind); 8. Everett Brashear (H-D).

Final Point Standings: 1. Joe Leonard (76); 2. Paul Goldsmith (39); 3. Charlie West (31); 4. Dick Klamfoth (23); 5. Bobby Hill (21); 6. Al Gunter (21); 7. Bill Tuman (20); 8. (TIE) Ernie Beckman/Harry Fearey/Charles Carey (18).

Summing it up

Joe Leonard combined his riding brilliance with the fast and reliable Harley-Davidsons prepared by famed tuner Tom Sifton into the first Grand National Championship Number One plate earned via a point system. Leonard, in only his third Expert year, dominated the series with eight National victories, scoring wins in all four forms of racing -- mile, half mile, TT and road racing. Leonard at age 22 had already developed the form that made him a strong first place contender into the 1960s at which time he switched over to car racing where he won two National Championships. But in 1954 -- in the beginning -- Joe Leonard was motorcycling's king! •

WORLD CHAMPIONSHIP HARE AND HOUND

CHECKERS M/C PRESENTS

29½th ANNUAL CHECK CHASE

SATURDAY, OCTOBER 10th, 1981 —AMA District 37 Sanctioned

LUCERNE VALLEY TO PARKER 222 CHECKER MILES

Beginners go 132 Checker Miles To Third Gas Pit

★ 8:00 A.M. START
★ REGULAR DESERT MASS START
★ AMA MEMBERSHIP REQUIRED
★ FOUR GAS PITS — SERVICE AVAILABLE
★ RESCUE 3
★ ENTRY LIMITED BY BLM REQUEST

Entries close Sept. 30, 1981
Early postmarks have priority
No post entries
$28 Entry includes all fees
Make checks payable to CHECKERS M.C.

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DISTRICT AND AMA CARDS OR PHOTOCOPIES
AND AMA ENTRY FORM TO:

CHECKERS M.C.
267 SANTA CATALINA AVE.
SANTA BARBARA, CA 93109
(213) 501-4134 After 6 p.m.

ENTRY APPLICATION

(This entry blank must be completed in full. Please print legibly.)

_____ District Riding No. _____

NAME OF ENTRANT (Please print) _____

Cu. Cm. _____ Make of M. Cycle _____ Engine No. _____

I am a bonafide member of the _____ club

AMA No. _____ Expires _____

AGE _____ TELEPHONE ( ) _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

I will enter in the: Expert ☐ Amateur ☐ Novice ☐ class.

Riding or Sidecar partner (or team Members): _____

SPONSORING CLUB OR ORGANIZATION _____

THE UNDERSIGNED ENTRANT IS AFFIXING HIS INITIALS BELOW. ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO THEIRS DUE TO HIS PARTICIPATION IN THIS ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE

(entrant's and/or parent's initials) _____

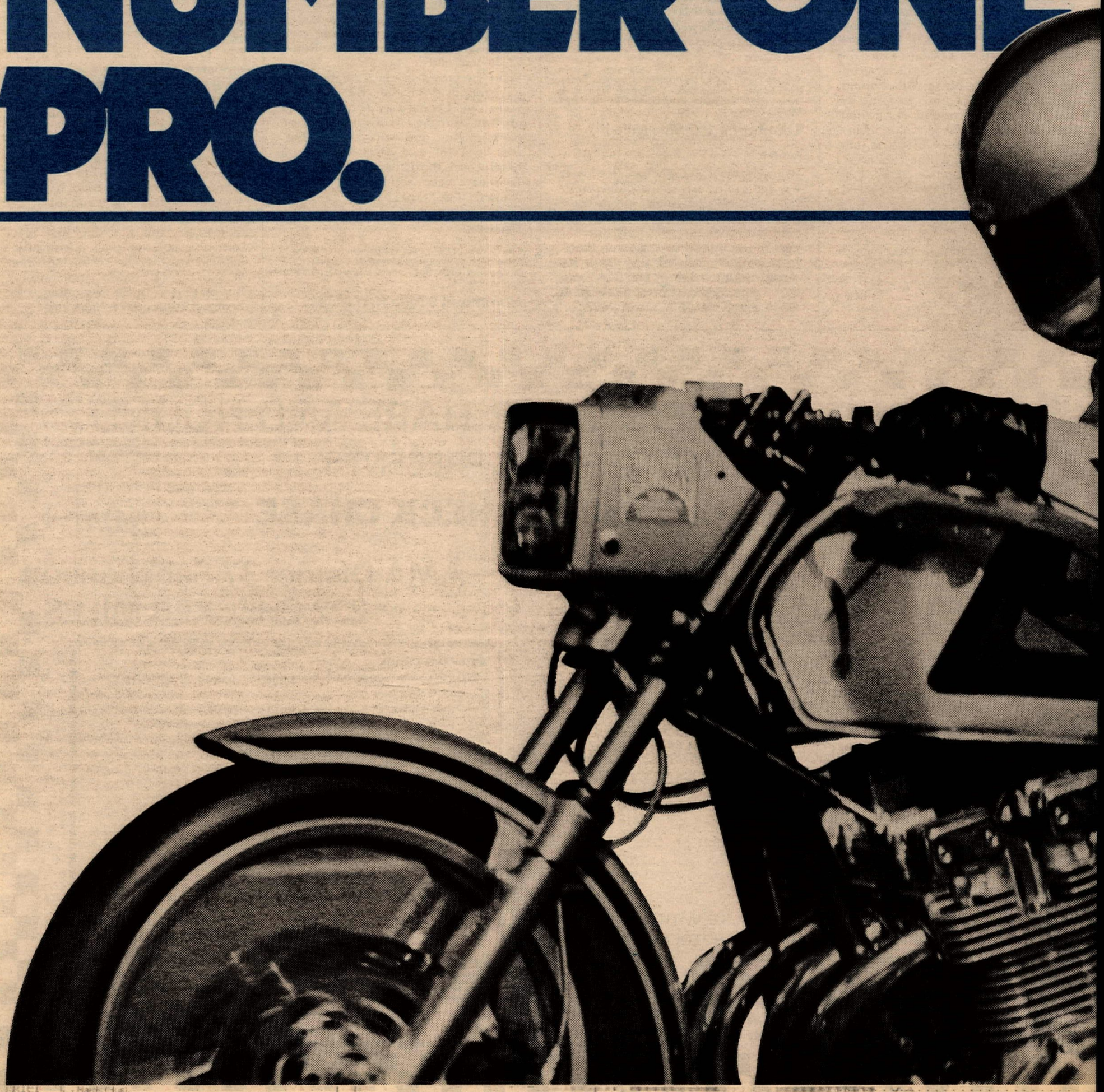
If entrant is under 21 and does not have current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowleding his or her consent to the terms of entry.

The undersigned does hereby certify that he is duly qualified (Circle One) Amateur/Expert/Novice class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, hold all parties harmless from any consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant: _____

Date: _____ 19 _____

VANCE IS PRO STOCK'S NUMBER ONE PRO.



Suzuki's Terry Vance has locked up the 1981 NMRA Pro Stock Championship with one race left in the series.

The clincher came at the Suzuki Western Nationals at Orange County International Raceway. Terry smoked the competition aboard his GS-1100 to take the Pro Stock final. The winning time and speed were 8.74 seconds at 151.26 mph.

Congratulations, Terry. You're still Pro Stock's number one pro.

(Terry wasn't the only Suzuki rider to have a great day, either. Mike Phillips took the Supermodified class on a Suzuki GS-750. And, Roger McPhail nailed down the A Super Stock class on his GS-750.)

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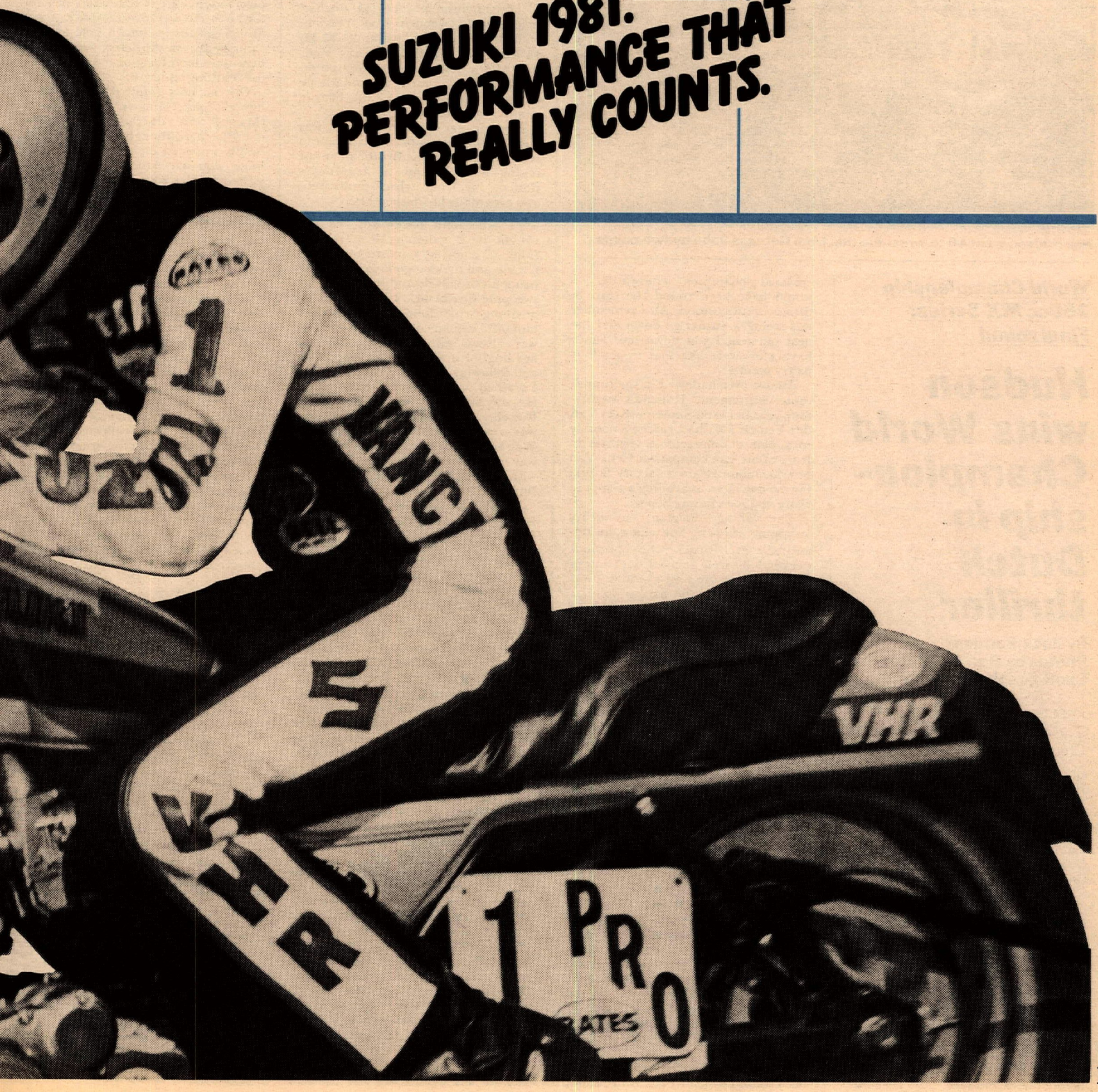

Neil Hudson went 4-6 to wrest the title from Georges Jobe by two points.

World Championship 250cc MX Series: Final round

Hudson wins World Championship in Dutch thriller

By Jack Burnicle
Photos by Ron Zuehlke/ Sport Graphics

APELDOORN, HOLLAND, AUG. 16

The outcome of the 1981 World Championship 250cc MX was eventually decided in a gripping final race in Holland, when Britain's Neil Hudson hurled his Yamaha through the field from 30th place on the second lap, to oust 1980 champion and series leader Georges Jobe by the barest margin of two points.

Needing at least seventh place to clinch the title, Hudson was grounded by a multiple first turn pile-up, before staging a breathtaking recovery which had the huge Dutch crowd cheering him wildly all the way round the deeply wooded, sandy circuit just outside Apeldoorn, until he was greeted by a jet of champagne from overjoyed Yamaha team manager Heikki Mikkola as he crossed the finishing line.

"I wasn't at all nervous and felt fine before the second race," said the newly crowned champion afterwards. I would have been round the turn in fifth or sixth position. All I remember was seeing a Suzuki go down and the next moment I was down too. Fancy having to sweat like that to get four paltry points!"

Almost overshadowed in the tumultuous excitement, Holland's twenty-four-year-old sand Supreme Kees Van der Ven (KTM) had ridden smoothly to a pair of immaculate victories in front of his lean compatriot Henk Van Mierlo, mounted on a factory Suzuki for the day in an unavailing attempt to shore up Jobe's fading hopes.

The ailing Belgian, a heavy strapping encasing the elbow he dislocated in Russia the previous weekend, bravely tackled both motos in the energy-sapping sand but was unable to survive and had to pull out though not before causing problems for Hudson with some desperate blocking tactics.

The Suzuki effort did not end with Jobe's retirement from the second moto, however, as he and team boss Johnny Stijbos lodged a protest immediately after the race, claiming Hudson had received outside assistance when he fell in the woods on the second lap. The protest was eventually flung out after an hour of heated debate by the FIM Jury, chaired for the first time in a real baptism of fire by Dave Nicoll, though the rejoicing in the triumphant Yamaha camp had proceeded undismayed!

Hudson's teammate Dave Watson stayed eighth in the table by placing fifth behind the World Champion elect in the first moto, but crashed heavily out of the second while they were making rapid dual progress through the field, Watson having also been involved in the first turn fracas.

"The first rider I recognized on the deck was Neil," said Dave later. "I thought, 'Crickey, I can't run over him,' so I had to run over someone else instead!"

Ironically, the melee seemed to have been started by Jean-Paul Mingels, out on a water-cooled prototype 1982 production Yamaha to assist Hudson's title chances.

Timed practice on Sunday morning found Hudson in his customary pole position, a second in front of the slightly built Dutchman Dinant Zijlstra (Yamaha), Watson and Peter Groeneveld (Honda), but Jobe, circulating intermittently and with marked apprehension, lay back in 36th slot.

This put the defending champ officially on the second row of the grid, but space was 'made available' for him to ease on to the front line just before the gate dropped on the gnawing anticipation of both British and Belgian camps.

Startling early leader was Italy's unlikely sand 'lover' Maurizio Dolce (Maico), who burst to the front ahead of Mingels, Groeneveld, Van Mierlo, Watson and Van der Ven. Jobe lay 12th, Hudson a wretched two places further back.

The Englishman, looking uncharacteristically wooden and nervous, stalled twice in six laps and still lay 14th as Van der Ven took the lead. Van Mierlo followed him through on lap 10 as Dolce faded, the collarbone he broke in Germany still heavily strapped and painful.

Jobe, in far greater trouble, was back to 18th after a fleeting attempt to stave off Hudson, the Bristolian at last nosing into the top 10 as Mingels slowed, his front wheel punctured, and eventually he finished 11th.

As Jobe went backwards, he was caught by a galloping Rob Hooper (Maico), enjoying a return to the GP circuit and making good ground after being hit broadside and stopped in the sweeping first bend. "I just daren't do anything to pass Jobe in case I knocked him off," explained a rueful Rob. "He was always either on my line or heading for it and after slowing down and following him for a couple of laps I crashed. Until then I'd felt terrific." He was struck by the luckless Steve Russell, whose Suzuki magneto cover was wiped off and they both retired. Watson, meantime, had forced his way into third place after a fine scrap with Groeneveld, but succumbed at three-quarter distance to the blonde Swede Sven Berggren (Husqvarna), having his best ever Grand Prix ride.

Then with three laps to go Watson moved over and waved Hudson by, but the maneuver spoiled his concentration and he fell. A tired Groeneveld retook fifth, only to buckle on the penultimate lap and crash heavily, breaking a wrist. Hudson could not close the fifty yard gap on Berggren while Watson narrowly held off the tenacious Matti Tarkkonen (Yamaha).

The net result was that Hudson had narrowed the gap on Jobe to an exasperating three points and had it all to do in the last cliff hanging moto of the series. Seventh place or higher was the order assuming Jobe was once more unable to last out.

A protracted argument between Jobe and course officials delayed the already boiling start to race two after Johnny Wasielewski had shifted his Husky across to allow Jobe onto the far left of the grid. An agonizing wait ensued before the gate dropped with Jobe still there, and he capitalized with a fine fifth place start behind Van der Ven, Benny Wilken (Maico), Van Mierlo and Mike Guerra (Husqvarna). But Hudson, along with Watson, first race crasher Rolf Dieffenbach (Honda), Soren Mortensen (KTM) and several others were buried in the first turn shambles, though both Hooper and Russell managed to slide round the carnage.

Hudson scrambled frantically back aboard, his handlebars slightly bent and the twistgrip choked with dirt. On the second lap he misjudged a bend and fell again, the subsequent protest claiming that he received help to restart after this mishap.

The thunderstruck British onlookers waited for many long, tense seconds before Nellie flew back into the arena lying 30th, two places behind Watson. Graham Noyce, at the trackside in support of his friend and great rival, was the one Briton who remained calm, leaning across the ropes and tapping his temple, telling Neil to use his head. "There was a long way to go," explained Graham later, "and there was no reason why, in good conditions and on a good bike, he shouldn't do it."

Jobe, still fifth, was holding up the flying Yamahas of Tarkkonen and Dinant Zijlstra, while Hooper was progressing well and had moved into 11th spot on lap five when the Maico shed its chain.

Watson and Hudson were eating up places at the rate of four a lap until on the sixth circuit Watson's back wheel dropped sideways into a hole and he cannoned over the bars, which were bent too much for him to continue in the resulting endo.

On the next round Hudson threw himself past Mingels, Hans Maish (Maico) and Dutchmen Schalkwyk and Bloemert, though his progress was briefly impeded on the eighth lap as Jobe, who had fallen in the woods, waited for the Yamaha to appear and rejoined a lap down. Twice he tried to head off Hudson, once causing the Englishman to brake heavily coming out of a fast bend, but after his intended prey had escaped, Georges retired.

The crowd, well informed by the course commentary, were shouting and waving the brave Briton on all round the track. On lap nine he reached 11th place, on lap 10 he was ninth, on lap 11 eighth. The British contingent, led by mechanic Bill Buchka and Hooper and Russell, who had crashed without injury, were alternately cheering themselves hoarse and holding their collective breath while Neil was out in the woods, which was most of each lap!

Ahead he could see Sven Berggren, who had so crucially beaten him in the first moto. For three nailbiting laps he narrowed the gap and then a tremendous roar from the crowd told its own story as Hudson erupted into the arena alone!

Ahead of all this nerve-tingling excitement Van der Ven and Van Mierlo maintained close company in front of Guerra, but the American came under fierce pressure from a really fired up Tarkkonen in the closing stages of the race, the Finn having received the vital 'Hudson OK' board from his wife Siirpa.

Hudson himself strode past Zijlstra into sixth place and closed, unhurriedly now, on a tiring Wilken, but the hard graft was done. The 24-year-old West Countryman crossed the line drenched in Heikki's bubbly and thumping in the air in glee before disappearing beneath scores of frenzied, cheering spectators.

Nellie's dream had finally come true and there was nothing any mere protest could do about it. •

Results

FINAL ROUND

OVERALL: 1. Kees Van der Ven (KTM); 2. Henk Van Mierlo (Suz); 3. Mike Guerra (Hus); 4. Neil Hudson (Yam); 5. Matti Tarkkonen (Yam); 6. Sven Berggren (Hus); 7. Dave Watson (Yam); 8. Bennie Wilken (Mai); 9. Erkki Sundstrom (Hus); 10. Paul Decendre (Hus).

FIRST RACE: 1. Van der Ven; 2. Van Mierlo; 3. Berggren; 4. Hudson; 5. Watson; 6. Tarkkonen; 7. Guerra; 8. Decendre; 9. Mortensen; 10. Laquaye.

SECOND RACE: 1. Van der Ven; 2. Van Mierlo; 3. Guerra; 4. Tarkkonen; 5. Wilken; 6. Hudson; 7. Sundstrom; 8. Zijistra; 9. Berggren; 10. Bloemert.

FINAL WORLD CHAMPIONSHIP POINT STANDINGS: 1. Hudson (235); 2. Jobe (233); 3. Van derVen (159); 4. Dieffenbach (101); 5. Kinigadner (80); 6. Guerra (77); 7. Laquaye (65); 8. Watson (63); 9. Rangelov (55); 10. Tarkkonen (43).

TEN YEARS AGO

A new era was ushered in with the appearance of a new column in *Cycle News*. "Idle Jive; Slightly Irreverent Poop" was penned by the infamous **Papa Wealey.** Yessireeboy, Papa's been pumpin' away for 10 years! Let's celebrate!

Despite two pit stops in the Talladega 200-mile National Road Race, **Yvon DuHamel** and his Kawasaki dominated the event. BSA teammates **Dick Mann** and **Don Emde** finished second and third, with Mann's runner-up placing increasing his AMA Grand National Championship Series point lead. **Ginger Molloy** pulled off the upset of the year by defeating **Kel Carruthers** in the 250cc Junior/Expert race. **Mike Lane** completed the weekend's racing action by topping the Junior race.

It was a banner weekend for AMA Pro Junior rider **Gary Scott,** who took three wins over one weekend. First he started in Lancaster, CA, site of the Antelope Valley Fair, battling with and beating Expert **Terry Dorsch** in a combined Junior/Expert short track. Then for Scott it was on to back to back Junior/Expert wins in TTs at Ascot and Corona, where Dorsch again provided the chief competition both times.

A crowd of 15,000 attended a big motocross at Cal-Expo fairgrounds in Sacramento, CA. What they saw was Yamaha-mounted **Gary Jones** besting **Bruce Baron** and **Tom Rapp** in the 250cc Expert class, while CZ rider **Bill Silverthorn** finished first in the Open class ahead of **Jim West** and **Tim Hart.**

One of motorcycling's vintage heroes, **Chuck "Feets" Minert,** showed up at Saddleback with his trusty BSA and took home the cash from the 500cc Expert class in a CMC motocross.

Shreveport, LA, was the site of a $1500 purse motocross that drew more than a couple of out of state riders. Texan **Jack O'Leary** (Yam) bested **Gary Bailey** in the 250cc Experts, but Bailey took his still-warm 250 Bultaco to the Open Expert win over **Wyman Priddy.**

Ted Lapidakis, whose Hercules Distributing imported both Puch and DKW motorcycles, announced the appointment of **Al Baker** and **Rod Lundstrom** as district managers.

In the Sidewinders of Oregon Pro TT, it was a night of doubles, as the winners in the Expert, Junior and Novice classes swept both their Trophy Dash and main event. In the Expert ranks it was **Ed Herrmann** who did the deed, while **Randy Scott** was the Junior winner. **Steve Baker** carded the Novice wins.

Results from the Bonneville Speed Week were all in, and **Warner Riley** had the fastest run of the week, a 200.298 on a big nitro-burning Harley. **Don Vesco** went 182.278 on a single-engine 250cc Yamaha streamliner. ●

TSUBAKI Super Chain Winners Dominate

NMRA Suzuki Western Nationals

TERRY VANCE
Vance & Hines Racing Suzuki GS1100
Pro Stock Winner 8.74 ET/151.26 MPH
MIKE KEYTE
Superbike Mike Engineering Kawasaki KZ1000
Pro Stock Fast Qualifier 153.84 MPH
RICK STETSON
Harry's Machine Parts Suzuki
Pro Comp Winner & New NMRA ET Record 8.678 ET/152.02 MPH
RICK GERO
Advanced Machine/APE Suzuki GS1100
Pro Comp Runner Up 8.93 ET/148.27 MPH
TERRY KIZER
Mr. Turbo/MTC Kawasaki
Funnybike Winner 8.41 ET/162.45
VINCE SANTANGELO
Murdoch Racing Enterprises/JVC Kawasaki
Funnybike Runner Up & Top Qualifier 7.83 ET/170.45 MPH
MIKE PHILLIPS
Vance & Hines Racing Suzuki GS750
Super Modified Winner 10.73 ET/121.78 MPH
FRANK GIORDANO
Kawasaki Of Delaware KZ750
Super Modified Runner Up 10.85 ET/115.86 MPH
JOHN GRIEGO
American Performance Engineering C/MT Kawasaki
Modified Winner & New NMRA Record 8.88 ET/153.32 MPH
ROGER McPHAIL
Vance & Hines Racing Suzuki GS1100
Stock Winner 10.59 ET/128.20 MPH
FRANK JONES
Frank Jones Kawasaki KZ550
Stock Runner Up 13.15 ET/98.46 MPH
CRAIG BURNS
Burns & Wright Racing/VHR/Mr. Turbo AA/T Suzuki GS1100
Altered Turbo Winner 9.03 ET/153.72 MPH
STEVE BROCOTTO
Advanced Machine Kawasaki Z1R
ET Bracket Winner 11.11 ET/121.14 MPH
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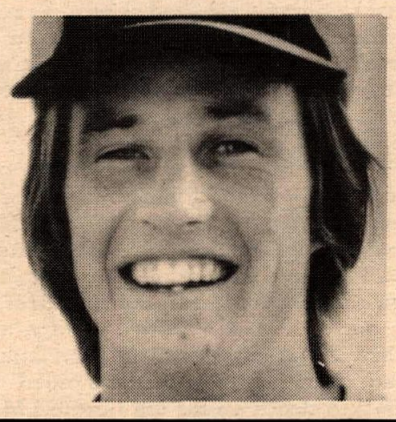

Scott Pearson puts National Dirt Track wins back to back.

Scott won the Peoria TT then topped that by winning the Tulsa 1/2 mile!

Scott's choice of gloves & boots are Hi-Point.

Congratulations, Scott

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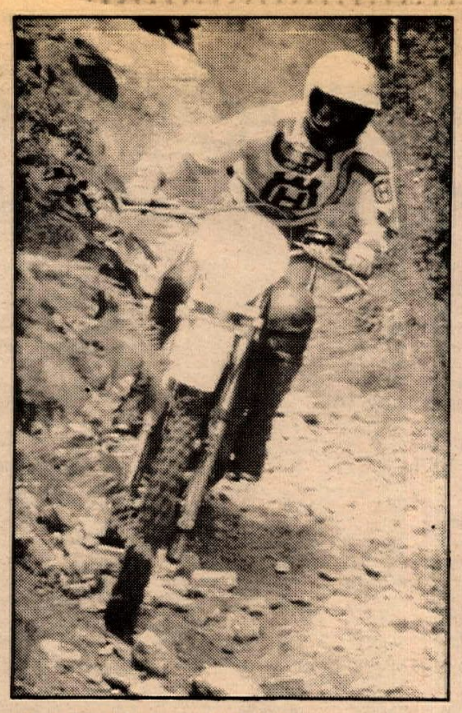
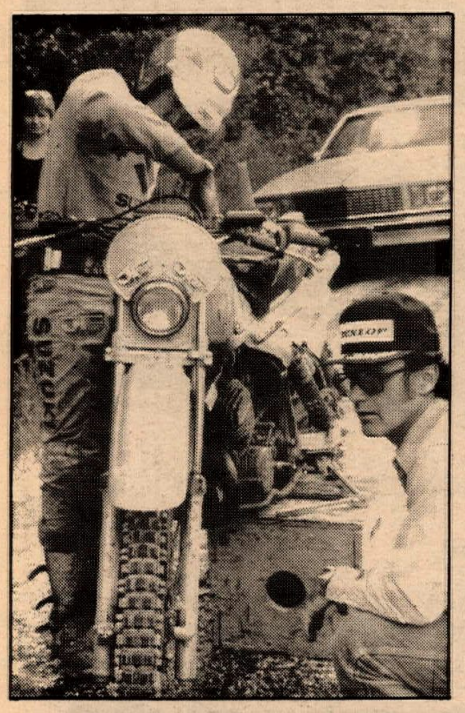
Terry Cunningham took his second straight National win.



National champ Dick Burleson was second, two points back.

John Martin was third, losing second by a tiebreaker.

Drew Smith and John Morgan change fork oil. Smith placed fourth.



Husky's Mike Melton was sixth overall, first A rider.

Randy Martin stayed upright over the bridge for seventh.

AMA National Championship Enduro Series: Round 8

Greylock National falls to Cunningham

By Boyd Reynolds

MIDDLEFIELD, MA, AUG. 23

Husqvarna's Terry Cunningham collected the overall win in the Greylock Riders 125 Mile National Championship Enduro, the eighth round of the 12 event AMA National Championship Enduro Series. It was the second straight National win for Cunningham and moved him into a solid third place in the point standings.

Seven-time National Champion Dick Burleson followed his Husqvarna teammate by a scant two points at ten points lost and collected the AA class win for his efforts. Burleson, heading for his eighth consecutive title, now holds a 192-173 points lead over Mike Melton. Melton also rides for Husqvarna.

Third overall went to Can-Am's John Martin who appears to have fully recovered from the injuries that have kept him on the sidelines for a good part of the season. Burleson and Martin both lost ten points, but Burleson was on top at the tie-breaker check.

"I guess I just got unplugged in that tough 18 mile section," said Cunningham explaining how he managed to lose only three points there while others averaged a six to eight point loss. The event was won in that powerline section.

"I went as fast as I wanted to go," said Burleson. "I got into a handstand in one section." Burleson said he has changed his long range attitude toward the sport. "This year I'm out to win the championship instead of individual races." Burleson has won two Nationals this year and has four second overall finishes plus a fourth and a seventh.

Drew Smith led a four rider tie at 12 points lost between himself, Kevin LaVoie, Mike Melton and Randy Martin. Smith only recently started back riding. He had been plagued with problems stemming from a broken hand over a year ago. It was rebroken twice and finally healed after a bone graft. "I'm all right," said Smith. "The hand feels real good."

At the mid-run gas stop Suzuki team manager John Morgan assisted Smith with a change of fork oil. "The bike was trying to wheelie all morning and I had to get the front wheel on the ground so I could gain some control."

Kevin LaVoie followed in fifth and then did a disappearing act. Riding late in the entry he just pounded the trail to death on his big bore KTM in his usual bulldog style to finish just ahead of Mike Melton. Melton had a flat rear tire on the 18 mile trail section losing precious points, but did a quick change at the gas stop to dazzle the spectators .

Rounding out the 12 point tie was Suzuki mounted Randy Martin followed by Mark Hyde with 13, Bill Berroth at 15 plus Jack Penton and John Fero at 16.

It was the Chesire power line section, a rigorous up and downhill rocky two track with a 27 mph speed average -- about half of a continual 17 mile off road section -- that gained the majority of the points lost for the entire entry. Trail Boss Al Eames then gave the riders a road break with some forest sections reminiscent of the 1973 ISDT. It was then up onto Deerfield hill and back to the rigors of a rocky powerline into Plainfield.

At every run there is always someone who adds a few chuckles. Jovial Wolfgang Kruse wheeled into the mid-run gas stop covered from head to toe with oozing black mud. "I was crossing a plank bridge," said Kruse, "and I put my foot out and there was nothing there. I fell in the creek."

Super Senior riders Bud Peck and Piet Boonstra rode about 1,000 miles of trail up through New Hampshire on their way to the enduro arriving mid-day Saturday at Middlefield ready to compete and then were to ride another thousand miles of trail up through Vermont on the way back home. Piet took a tumble in the first 20 miles and cracked a rib, of which he was not aware. He then hit a rock on the Chesire powerline and broke his foot, continued the section out to the road, rode to the hospital and then rode the 20 miles back to Middlefield with a cast on his right foot. Relaxing with a beer Piet said, "I think I've done enough riding for today. Anybody want to volunteer to finish the trip home with Bud?"

Donald Lawson beat Peck out for the Super Senior win and John Cooper added another Senior win to his collection. Kathy Cambell also did it again, this time 36 points ahead of the next girl competitor. Cambell rode on a 125cc Suzuki and felt she could have done better with a little more horsepower.

Glen Scherer was the High Point B winner with a 20 point loss,, a score that gave him 18th overall. Although C riders do not place in AMA overall standing, High-Point C champion Kip Maxwell lost only 17 points which would have placed him about 12th.

The C riders, girls and Seniors finished the run at about the 100 mile point while the A and B riders went on to ride an additional 32 miles into the October Mountain area. The famous swamp of last year that drowned out one third of the entry was a mere trickle with a nice plank bridge. If the predicted Saturday rain had come the situation would have changed for the entire run as conditions were very dry. Except for the two powerlines the dry conditions made this a fairly easy and high speed type of contest. It was a sunny, warm day and almost the entire 180 entries finished the run.

Scoring was done by Wes McKinney and a crew from the East Coast Enduro Association. Initial scores were posted around 3 p.m. The only major problem was with the 15th check and it was eliminated due to a key time error. This had little effect on the rider positions. •

Results

OVERALL: 1. Terry Cunningham (Hus) 8; 2. Dick Burleson (Hus) 10; 3. John Martin (C-A) 10; 4. Drew Smith (Suz) 12; 5. Kevin LaVoie (KTM) 12; 6. Mike Melton (Hus) 12; 7. Randy Martin (Suz) 12; 8. Mark Hyde (Kaw) 13; 9. Bill Berroth (KTM) 15; 10. Jack Penton (Kaw) 16.

HIGH POINT A: Mike Melton (Hus) 12.

HIGH POINT B: Glen Scherer 20.

HIGH POINT C: Kip Maxwell 17.

125cc A: 1. Dan Sinkoff (45); 2. Don Kirkpatrick (65); 3. Gordon Razee (78).

200cc A: 1. Tim Rocha (21); 2. Roger Rodrigue (32); 3. Mike Rosso (39); 4. Bob Dane (43).

250cc A: 1. Bill Berroth (15); 2. Jerry Randall (19); 3. P. Leonard (20); 4. Tom Maloney (20); 5. Bill Blyth (22).

OPEN A: 1. James Piorot (19); 2. Todd Poirot (20); 3. Carl Rathatchek (22); 4. Dennis Lemon (25); 5. Roy Fliegout (26).

125cc B: 1. Paul Guddenord (54); 2. Gary Michalic (64); 3. Jerry Skinners (67).

200cc B: 1. Michael Maniguet (34); 2. Ken Hammond (42); 3. Rick Forrest (48).

250cc B: 1. Frank Stacy (35); 2. Keith Goodell (37); 3. Mars Rossmeisl (38).

OPEN B: 1. Ed Schmidt (25); 2. Russ Burlingame (27); 3. Mark Rollinson (33).

125cc C: James Couture (54).

200cc C: 1. Dave Lemence (27); 2. Phil Collins (34); 3. Rick Hosley (38).

250cc C: 1. Kevin Forest (25); 2. Steve Richards (26); 3. Gar Girolimon (40).

OPEN C: 1. Sean O'Brien (34); 2. Alan Richards (41); 3. Larry Purgrab (51).

Fast Facts

Bill Scott

Dirt Tracker

Name/nickname: **William Joseph Scott/Billy.**

Date/place of birth: **March 26, 1964/ Redwood City, CA.**

Height/weight: **5'8"/135 lbs.**

Occupation: **Pro dirt track racer.**

Current residence: **Manteca, CA.**

Girl friend's name: **Never can have too many.**

Daily transportation: **Van and a Yamaha Chappy.**

Hobbies/relaxation: **Trail riding, flirting around, watching all kinds of sports and playing with my dog Rigg.**

Favorite food/drink: **Chicken fried steak/milk shakes.**

Favorite band/musician: **AC/DC and Journey.**

First interest in bikes: **My dad bought my brother and me a Mini Enduro for Christmas when I was seven.**

First bike: **Yamaha 60 Mini Enduro.**

Sizes/makes of current racing bikes: **Two Yamaha 750 V-twin Viragos, two Yamaha TT500s, a Yamaha YZ250 short tracker and a Yamaha TZ350 twin. All are in Knight racing frames.**

First race/outcome: **Short track at Fremont Raceway, Fremont, CA/second to last.**

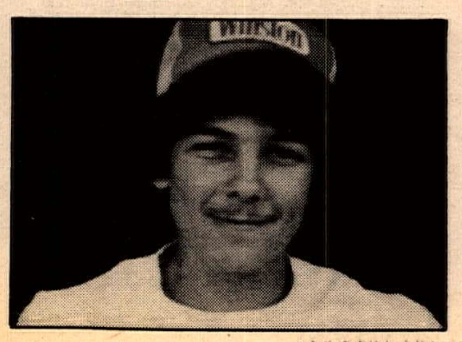
Biggest wins: **Junior Invitationals at Houston TT, San Jose Mile Nationals and Boise Regional TT.**

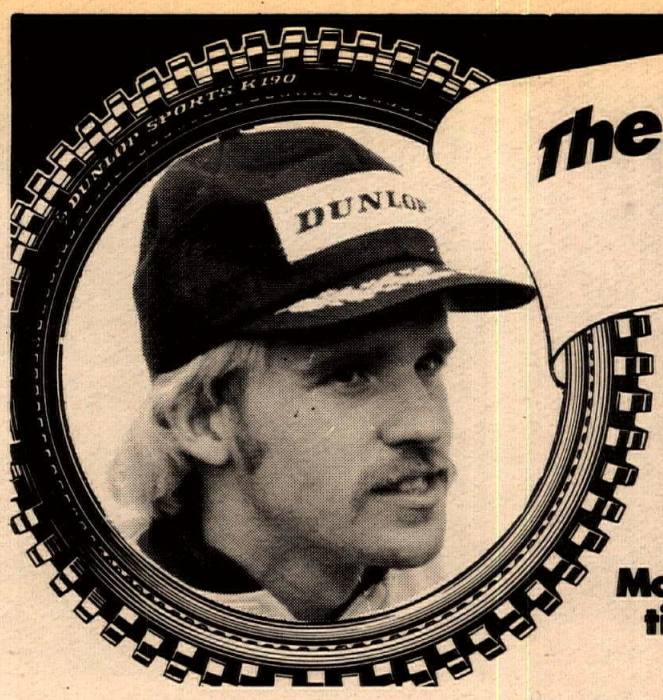
Sponsors: **Oilzall Racing Castor, Terry Knight Racing Frames, Dave Bird Racing Specialties, Simpson Sports, Buffalo Number Plates and S&S Racing.**

Tuners: **Dave Bird and Brian O'Hagen.**

Biggest gripe about racing: **Need more sponsor involvement from people out of the sport.**

Most respected rivals: **Richard Arnaiz, Mike Hale and Billy Herndon.**





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Weekly News — Not Monthly History

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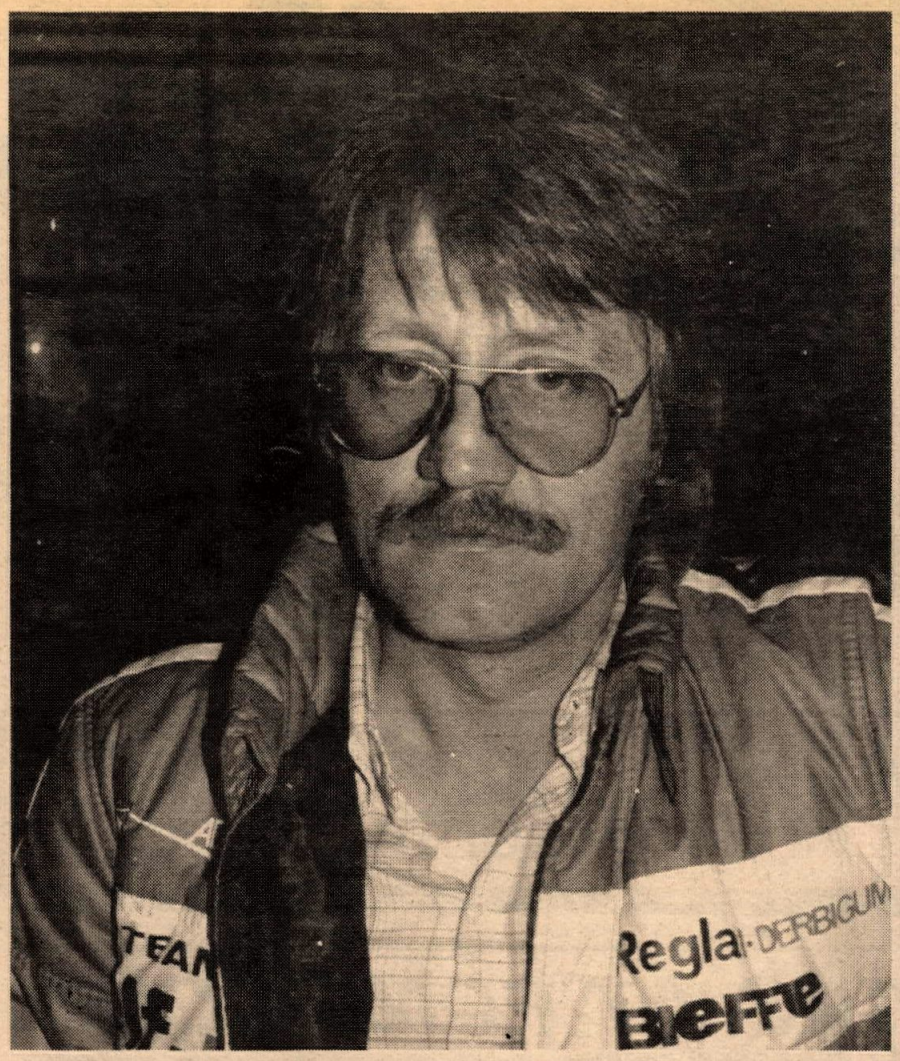
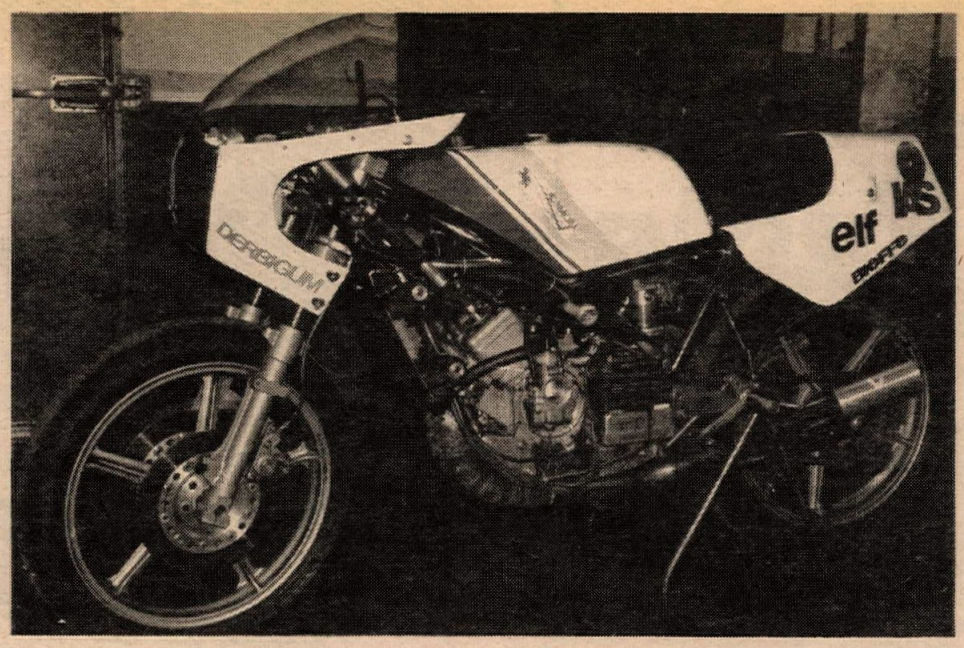
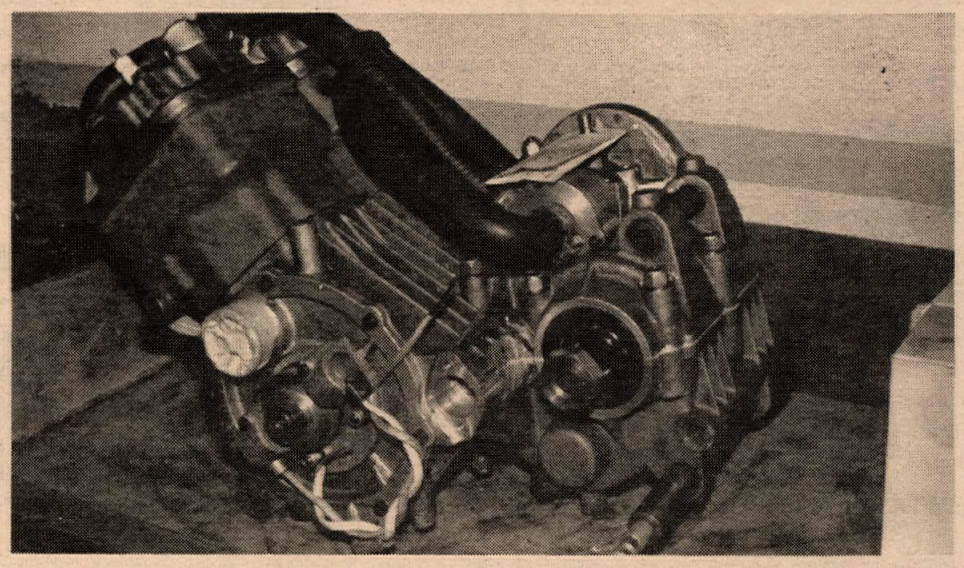






(Above) Two-stroke wizard Jorg Moller designed the 250 Mobidelli in 1976. Since then it has become the Ad Maiora (above right) and Moller upgraded the machine to make it competitive. (Right) Compact rotary valve twin produces a claimed 67 horsepower at 12,000 rpm.

Ad Maiora

'On to greater things'

By Alan Cathcart

You wouldn't think that the exotic Ferrari sports cars and a racing motorcycle workshop tucked away in a back street of the small Italian town of Lugo, near Ravenna, had much in common with each other, would you? Well, they do — the blood red Formula 1 cars of Scuderia Ferrari, and the white and blue 250cc Ad Maiora racing bikes both carry the symbol of a black prancing horse on the side.

The emblem is in fact the crest of Lugo's most famous son, the WWI fighter pilot ace Baracca, whose statue stands today in the town square, bearing his family's Latin motto "Ad Maiora" — literally, "on to greater things." Lugo is also the home of one of Italy's keenest bike racing sponsors, Primo Melandri, whose Diemme firm has sponsored many top Italian riders, including Franco Uncini, Otello Buscherini, Johnny Cecotto (Venezuelan son of Italian parents), and 1977 250cc World Road Racing Champion, local telephone engineer Mario Lega.

Nigh on 100 miles away in Pesaro is the Morbidelli factory, and when team patron Giancarlo Morbidelli decided to concentrate on producing an Italian world-beater in the 500cc class, he offered the complete 250cc Morbidelli team to his friend Melandri, whose rider Lega had been mounted on one of the machines when he won the world title. Thus at the end of 1979 when Diemme moved the entire set-up lock, stock and barrel to Lugo, and renamed the bikes after the highly apt motto of the town's local hero: the prancing horse came too!

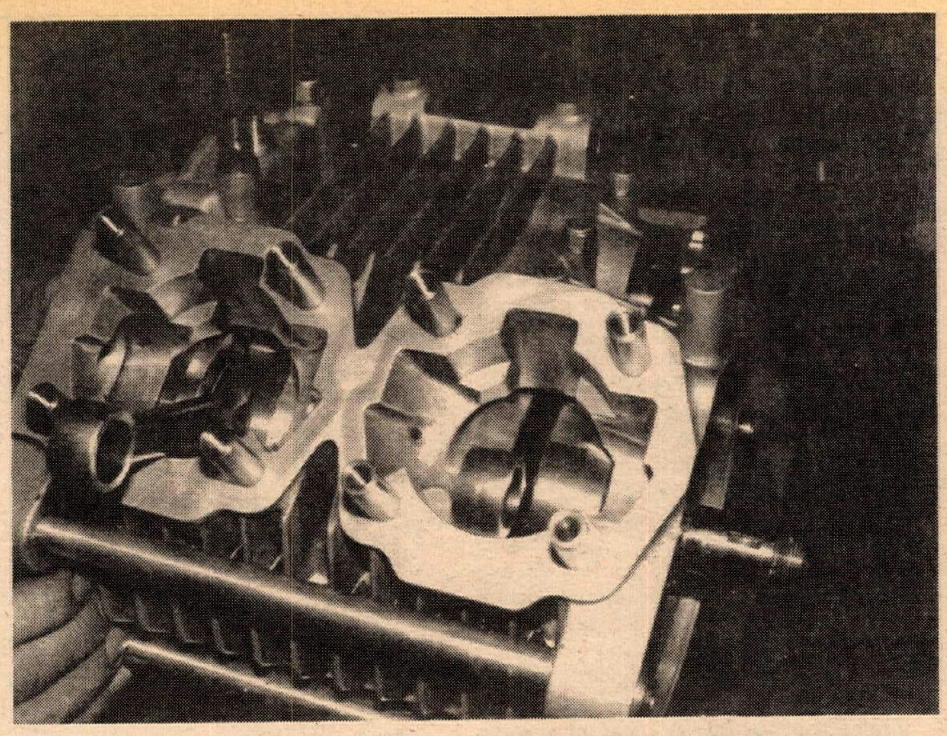
The 250cc Morbidelli alias Ad Maiora was designed by German two-stroke wizard Jorg Moller hot on the heels of his all-conquering 125cc machine, now the basis of the MBA production racers. Debuting in 1976 in the hands of Paulo Pileri, the bike ended the three-year reign of Walter Villa's Harley-Davidson in 1977 when Lega, without actually winning more than one GP (Yugoslavia), won the world title clearly thanks to greater reliability and consistency: only one retirement in 12 races. A 350cc version was also made, but though raced occasionally was not developed fully, as it was thought that the 350cc class was in for imminent chop — so far, wrongly, as it turns out!

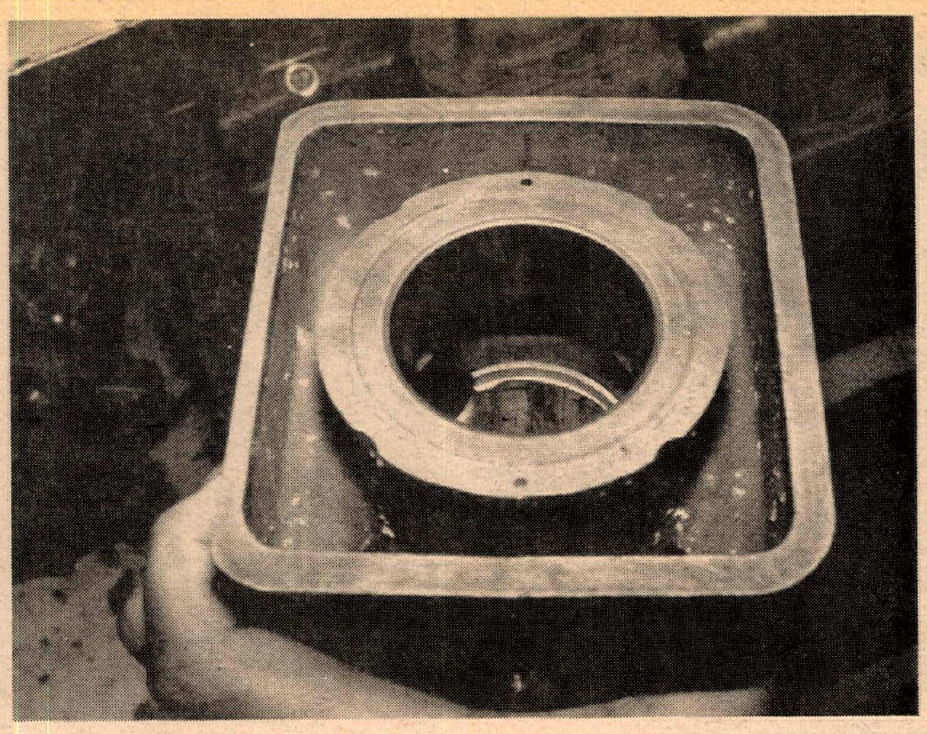
Moller left the team at the end of '77 to move to Minarelli, where he designed the all-conquering 125s which brought Angel Nieto two world titles. His absence was keenly felt at Morbidelli, as Lega struggled to defend his title against Kork Ballington's Kawasaki, eventually winding up only seventh at the end of the season, and retiring from racing in disappointment. But in 1979 the team staged a comeback, with new rider Graziano Rossi, a local primary school teacher who'd known Giancarlo Morbidelli for many years. Unfortunately, Rossi's brilliance was exceeded only by his erraticism: though he won three GPs and never *finished* out of the top three places, he also fell off a lot, and British racegoers will recall his dumping it on the last lap of the Silverstone GP when leading the Kawasakis by a mile. Nevertheless, third place in the title chase was a reasonable reward for the small, single-rider team.

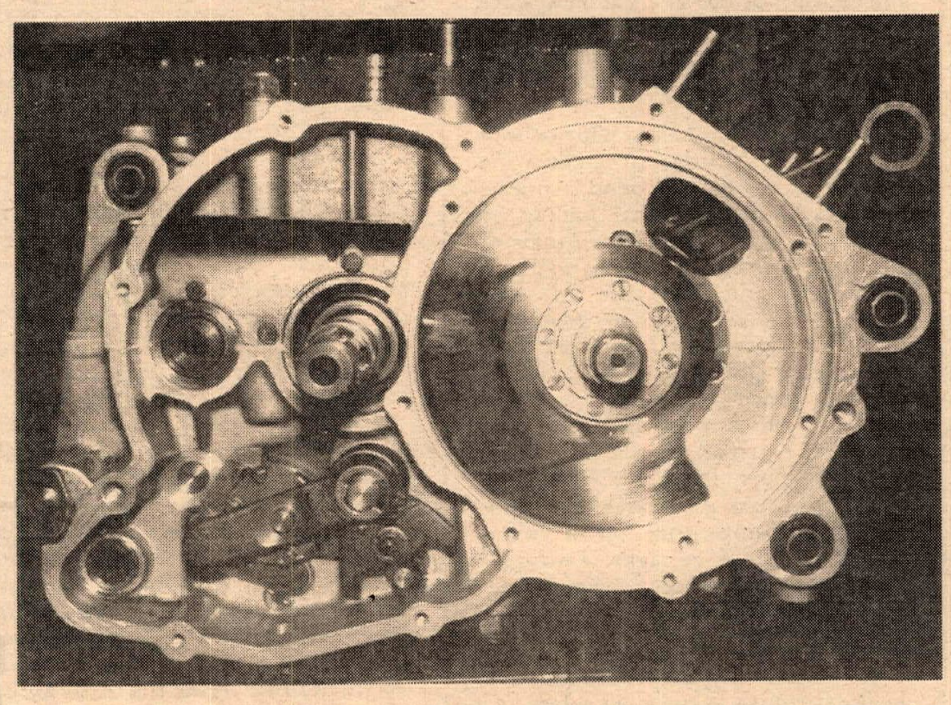
Morbidelli then decided to concentrate on producing a 500cc, and the deal with Diemme boss Melandri was struck. The bikes were renamed Ad Maioras, and Swiss rider Roland Freymond recruited: he brought valuable sponsorship from the Elf petroleum company with him. It took time for the new set-up to find its feet, but by virtue of scoring in all the last five races, Freymond wound up fifth in the 1980 250cc title.

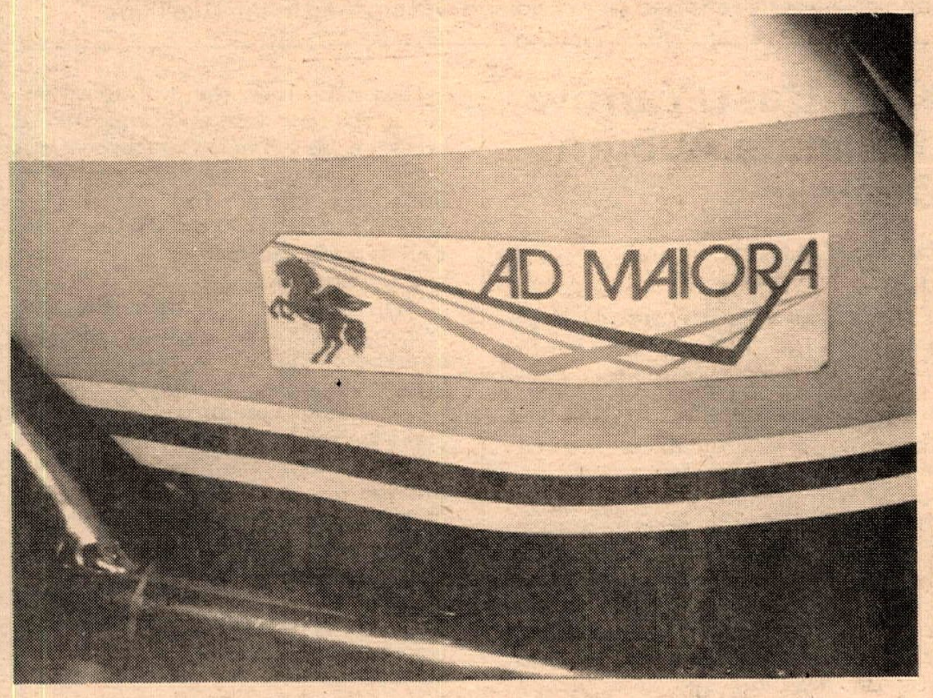
But for 1981, Melandri decided on a serious attack on the World Championship. By now, Moller's contract with Minarelli had expired, and he was freelancing as a design engineer. Rejoining the team just before last Christmas on a consultancy basis, the "Dancing Master" as he's known round the paddocks (thanks to the spring in his step as he sniffs around a competitor's new design!) brought instant success: Freymond was fourth in Argentina, third in Germany, and in the controversial Italian GP, Ad Maiora's new Italian recruit Maurizio Massimiani beat World Champion Anton Mang into third place, and was promoted to the winner's rostrum when Eric Saul was disqualified for a pre-race rumpus. That whole situation has still to be resolved by the FIM, but whatever, it was a superb display that showed the Ad Maiora, alias Morbidelli 250, to still be a leading challenger for quarter-litre honors.

When I visited the team's rather decrepit workshop in Lugo — in Italy it seems the crummier the premises, the faster the bike goes — Moller had just been rejoined by the chief mechanic from his Morbidelli days, Franco Dionigi, making a total of four mechanics looking after the three bikes (plus one spare with a cracked frame). Now that the Kawasaki and Rotax engines make tandem-twin 250s seem commonplace, the Ad Maiora stands out in the class, being an across the frame disc-valve twin with side-mounted carburetors. Given a clean sheet of paper, wouldn't Moller like to produce an in-line engine, given the advantage of that layout? "Not a bit of it: I can build an engine to beat the Kawasaki without copying it like Rotax did. I already have a new 250cc motor designed with the same layout as the present one, but 20 lbs. lighter, non-battery ignition, bigger carbs and no vibration;









(Clockwise from top left) Connecting rods are joined to a press-fit crank that runs on four roller bearings. Bore features six transfer and one exhaust port. A prancing horse is the team's symbol; "Ad Maiora" is Latin for "On to greater things." Right side of engine shows rotary valve.

all it takes to build it is money! It'll be expensive because completely new castings are needed, but maybe Melandri can do it in '82. We'll see," he says.

So for the time being the team will be using the present design, basically unchanged from the original Morbidelli of 1976, but with many modifications. The water-cooled motor measures 55 x 52mm — unusual when all other 250s are 54mm square — with the cylinders inclined forward at 45°, running a 13:1 compression ratio and producing a claimed 67 bhp @ 12,000 rpm; power in produced from as low down as 7,500 rpm, giving the riders one of the widest powerbands in the two-stroke business to play with. Freymond confirms it: "The bike's much easier to ride than the Yamaha I used to race, even though it's a disc-valve design; the only problem with the engine at present is a high-speed vibration between 10-12,000 rpm, but we hope to have solved this now. I'd have been second in Argentina if the vibration hadn't cracked the fuel tank." Moller takes responsibility for the design faults, as well as the successes. "The crank vibrates at high speed because I made a couple of mistakes when I designed it. Fortunately, a couple of the others copied the design, so they're now experiencing the same problems that we have almost solved." Who are they? "Well, just look at the Pernod, or an MBA...!"

Battery-powered Krober ignition and 34mm Mikunis power the Ad Maiora; the disc valves are in steel, and the single-ring piston made by Mahle in Germany: "I go to the best available supplier for all material," says Moller. One of his first acts on rejoining the team was to fit new barrels, designed and made in the space of just two months using a computer. The result? A pair of Nikasil bores with six transfer and one exhaust port, but still with forward facing exhausts. The team tried reversed cylinders last year before Moller's return, but they weren't a success. "Basically we need very long exhausts with this engine to produce the power curve we want," explained Jorg, "and there just isn't room to squeeze them in and still have them ending inside the rear wheel with the reversed cylinders. I use a computer for all my design calculations now, and with the new cylinders the valve is shown to full advantage — they were right the first time, as the result in Argentina proved." The pressed-up crank runs on four ball bearings, with needle roller small ends and roller big ends. Primary drive is by 3:1 reduction gear off the right side of the crank, feeding a six-speed gearbox made by the CIM company in nearby Bologna. An 11 plate clutch (six friction/five steel) runs dry, and has given constant problems this season which the team have tried unsuccessfully so far to cure. It's not possible to change the internal gear ratios.

The complete engine unit weights 72 lbs., and is carried in a Niko Bakker-made double cradle chromoly frame that on its own weighs only 28.5 lbs. including the rear suspension arm. Over the winter this was modified from the cantilever system used last season to a rocker-arm layout. Moller says, "The cantilever is finished; the rocker arm design is the way of the future." In spite of his confidence though, the team has had considerable trouble this season with the rear suspension unit. Originally a Bitubo, this was being replaced by a new Marzocchi design when I was there — apparently the handling suffers when the rear unit goes away after only three-four laps. Adjustable Marzocchi front forks are fitted, with Grimeca brakes operating on beautifully made, plasma-sprayed alloy Zanzani discs, 260mm in diameter and fully-floating; a single 230mm drilled cast iron unit is fitted at the rear. The team now use Dunlops exclusively — "much better than Michelins at present," says Jorg.

All-up weight is around 225 lbs. dry, and the riders report good handling apart from the rear unit problem: "When I first built the bike I had to use a Bimota frame," says Moller, "but it handled very badly and was too complicated to sort out easily. So I got Bakker to build me a much simpler design, and a apart from sheer metal fatigue on one frame, we've had no trouble since. At one stage Morbidelli was thinking of putting the bike into series production alongside the 125cc, but he decided there was too much competition so forgot about it. I think that was a pity, same as we have the one and only 350cc engine I built in 1976 sitting over there on the shelf — it's hardly ever been used, apart from a few outings with Pileri and Lega, but it could beat any of the Japanese bikes in the 350cc class with a bit of money spent on development. That's the trouble here — it's only a small team, and we've done very well considering how long it inevitably takes to make any improvements or get new parts made. I'll stay here till the end of the year, but I definitely want to build a 500cc bike — I have the design roughed out alrady — and I'm close to signing a contract to do so with a major manufacturer (strongly rumored to be Gilera) which will give me the budget I need to beat the Japanese. After all, I proved I could do it in the 125 and 250cc classes, so why not in the 500cc?"

Jorg Moller may not be everybody's cup of tea, but he certainly has earned his other, more respectful, name of the "Wizard of the two-stroke." Who's to say he can't make it a hat-trick of World Championship class successes if the Gilera deal comes off? Suzuki and Yamaha — look to your laurels! Meanwhile, the Ad Maiora team looks forward to 1982, with Moller's bequest of a new design on the horizon. ●

Editor's note: Roland Freymond took the Ad Maiora to a second-place finish behind defending 250cc World Road Race Champion Anton Mang in the second to last round at Anderstorp, Sweden on Aug. 16.

SPEEDWAY WEEK

Bobby Schwartz returned from England and smoked in the Qualifiers.

King, Bast, Yarrow dominate Auburn Qualifier

By Jann Houston

AUBURN, CA, AUG. 22

If there was ever any doubt that speedway in northern California is growing by leaps and bounds, it was erased tonight in Auburn.

Alert Fair Board members realized weeks ago that the seating capacity, which barely accomodated the regular weekly crowds, would never take care of the Qualifier crowd, and immediately arranged for a complete new set of permanent stands facing the existing ones. There was question for a while whether construction would meet the deadline, and as it turned out, they were given the final OK by safety inspectors less than 24 hours before the Qualifier.

Tonight's event set an attendance record for both northern California speedway, as well as for any event previously held in the Auburn Fairground facility. The crowd got what they paid for! Lance King, a former resident of Auburn during his Junior Speedway years, had mechanical problems in his first heat, forcing him out on lap four and into a very disappointing start. Whatever the problem was, it was obviously resolved, as he came out for his remaining events and was undefeated for the night including the win in the main event, ending the evening with 17 points in a tie with northern Californian Duane Yarrow.

Mike Bast, suffering with his injured foot, claimed the honor of highest points with 18. He won his first heat, took second to Tom Ferris in the second, won the third as well as his semi, and finished second to King in the main.

Duane Yarrow, who had the highest point totals overall in the 1979 Qualifier series, won his first two heats, took second in the third, won his semi, and placed third in the main earning him his 17 points and a tie with King.

Alan Christian ended the evening fourth in point totals with 13 after experiencing a little bad luck along the way. He won his first heat, took second in heat two as Steve Lucero held on for the win. Mechanical problems ended heat three on the first lap, forcing him into an intermission tie breaker with Craig Schaefer and Dennis Bransford. He won that, along with his semi, giving him a transfer to the main.

Christian drew the wall position, and as the tape went up it appeared to break on his helmet. Controversy will rage on this one for a long time to come, as many feel it was a mechanical defect in the starting gate. The referee did not see it that way, and Christian was out!

Keith Larsen, who filled the spot left by Bobby Schwartz, did an impressive job as a reserve rider. Schwartz was unable to make the first round due to commitments overseas, and was excused by both northern and southern California Speedway Control Boards.

An intermission protest by the now former track engineer added a touch of humor and humiliation to the evening; actually, most of the fans were having too much fun to notice. Upset by the fact that the promoter decided to move the pole out slightly between turns one and two to eliminate possible danger to the riders due to a rut which had formed, he parked the tractor on the track, took the keys, and left! The childish, silly action was quickly handled by an unidentified heavy equipment operator from the audience.

Results

POINTS: 1. Mike Bast (18); 2. Lance King/Duane Yarrow (17); 4. Alan Christian (13); 5. Mike Faria/Paul Orlandi (12); 7. Steve Lucero (10); 8. Dave Sims (9); 9. John Sandona/Dubb Ferrell/Gary Ford (8); 12. Gene Woods/Ron McGill (7); 14. Tom Ferris/Keith Larsen, Res. (6); 16. Dennis Bransford/Craig Schaefer (5); 18. Tom Morley/Jeff Tomlin/Mike Curoso/Harlan Bast, Jr. (4); 22. Mike Delacy/John Foster (3); 24. Marc Prince/Shawn McConnell/Mike Muntean/Phil Gagnon/Steve Colombo, Res. (2); 29. Dennis Robinson/Dave Miller/Eddie Ingels/Bill Lingley, Alt. (1).

Res. — Reserve Rider.
Alt. — Alternate Rider.

King (who else?) takes round two in Ventura

By Bill Locey

VENTURA, CA, AUG. 25

"If I get the start, it'll be pretty good," wisely observed Lance King moments before the main event at the second round of the Qualifiers Tuesday night at the Ventura Raceway.

King's subsequent start was more than pretty good — it was great — as he beat everyone to the first turn and began pulling away from his nearest rival, Mike Curoso. Around turn three, Bobby Schwartz, on the inside, slid hard into Curoso, sending both riders to the ground a bone-crunching collision. Curoso got his foot tangled up in his bike as it went end over end toward the crash wall. Schwartz's bike flew straight up into the air and came down on top of the "Boogaloo Kid."

After a few tense moments, both riders were able to stagger away and answer the call for a restart, a hefty eight points awaiting the winner. King got another great start off the pole and left everyone to eat his dust. Schwartz challenged, but his clever night moves on the outside never seriously jeopardized King's advantage.

King finished the evening with 18 points out of a possible 20 and a trophy to join the one he won at Auburn. Schwartz, allowed to shine on Auburn, arrived at LAX at 4:30, and also finished with 18 points. Dave DeTemple tried to ride again with a broken ankle and lasted a lap before wisely deciding to try again next year.

It was a marathon program, lasting until nearly midnight — two hours longer than usual. A local new wave band, Orpheus, played for an hour to open the festivities, their enthusiastic reception at least partly fueled by 25¢ beer.

Shane Hawley, who did not ride well enough this season to make the Qualifiers, saw his girlfriend, Annette Swanson, in a bikini that had to be seen to be believed, win the Finals of the 10-week Bikini Contest as well as a motorcycle and the title of Miss Ventura Raceway. The more than 2000 bikini and speedway fans went nuts during the Queen For A Day-style judging process. The 10 or 15 speedway riders who discovered the hole in the dressing room wall were, perhaps, more impressed than the fans. If you think a Kawasaki 305 street bike is a dumb prize for a bikini contest, you may be right. Two days later, Annette sold the bike to our local Kawasaki shop.

The initial interminable 24 heat races were mostly unexciting and over by the first turn as the good riders took it to the other riders time after time. In perhaps the most incredible moment of the night, or the year, Mike Bast jumped the gun in his first heat and broke the tapes, winning a quick trip back to the pits. Bast came back to beat Schwartz in his next ride. Curoso had his best night of the year here, winning everything until the main event, even dusting off King in a heat race.

In the Bad News Department, Gary Ford went to the hospital with a head injury. Alan Christian parked it in turn four, effectively stifling the pursuit. Mike Muntean crashed. Gary Ford, behind him, clipped Muntean going by, hit the fallen bike, then unloaded head first into the cement wall along the home straightaway shattering his helmet.

Bast took the lead in his semi, but perennial nemesis, Christian, passed him on the outside, earning a spot in the main. Mike Faria, perfect until then, was last. Curoso won his semi for his fourth win in a row, and King routed everyone in his race.

But event 27 was another story — it took three restarts to complete. First Steve Lucero caught Bobby McLain's rear wheel in turn two and crashed hard. On the restart, Schwartz and McLain came together in turn two; neither gave an inch, and both ended up on the ground. Shawn McConnell injured his foot in the same incident going by. Schwartz won the restart by plenty.

By the time you read this, the Ventura Raceway will be history for 1981. The Track Championship is Aug. 31. Good news for the regular riders: Lance King won't ride — he'll be passing people in England. The Kid certainly made things memorable at the Commotion by the Ocean this year.

Results

POINTS: 1. Lance King/Bobby Schwartz (18); 3. Mike Curoso (17); 4. Alan Christian (16); 5. Gene Woods (12); 6. Mike Bast (11); 7. Steve Lucero (10); 8. Mike Faria/Paul Orlandi (9); 10. Keith Larsen (8); 11. Eddie Ingels/John Sandona/Bobby McLain (7); 14. Dave Miller/Jeff Tomlin (6); 16. Shawn McConnell (5); 17. Dennis Robinson/Craig Schaefer (4); 19. Dennis Bransford/Dave Sims/Tom Ferris (3); 22. Duane Yarrow/Gary Ford/Harlan Bast, Jr./Ron McGill/Dubb Ferrell/Marc Prince/Mike Muntean/Tom Morley/Steve Columbo (2); 31. Phil Gagnon/Jimmy Lawson/John Foster (1).

Schwartz sweeps IMS Qualifier

By Scott Daloisio

SAN BERNARDINO, CA, AUG. 26

Bobby "Boogaloo" Schwartz scored a clean sweep in the National Championship Qualifier before a standing-room-only crowd at John LaDouceur's Inland Motorcycle Speedway Wednesday night.

Schwartz took an easy victory in event number one aboard the Bel-Ray Godden over Duane Yarrow (El-Egance Hair Affair Jawa). Northern California's Paul Orlandi (Hansen Motors Weslake) surprised eveyone in the place including himself as he dueled with and then passed Mike Bast (Justice Brothers Godden) in the final corner to pick up a win in round one.

Lance King (Wild West Stores/Off Shore Weslake) had to wait until the final corner to take the lead in his first round ride. Mike Muntean (Jaw) had led the entire distance, first holding off Jeff Tomlin (Harrison Heating and Cooling Jawa) then King over the final lap. Coming out of four headed for the checkered, King slipped by Muntean on the inside with Muntean heading for the wall where he made an abrupt get-off. Muntean was down for several minutes but was able to walk off under his own power. Other first round winners were Shawn McConnell (Slim's Towing/Ridin' High Jawa), Mike Faria (Cycle Gear Jawa), John Sandona (Rialto Truck Parts/Marquis Lounge Jawa), Eddie Ingels (Mom & Dad's Jawa) and Alan Christian, who rides for STP, now on a Weslake.

Schwartz again had an easy time in event 10. Mike Bast, injured foot and all, won a survival of the fittest heat over Dave Miller (Anaheim Datsun Jawa) in event 11. Christian ran away and hid in event 13 with Faria staying perfect grabbing the victory in 14. Dave Sims (*On Any Sunday Two* Godden), fighting off a determined Kurt Strommer (Mt. View Foreign Auto Jawa), took a hard earned victory in event 15. King closed out round two by beating Gene Woods (7-Up Godden) in event 16. Steve Lucero (Lucero Machine Jawa) and Tom Ferris (Cheselake Construction Weslake) picked up the other round two victories.

Schwartz won event 17 over Lucero, who was the closest anyone came to the "Boogaloo Kid" all night long. King took an easy win in event 19 with Faria coming back to win 20 to maintain his perfect score. Christian beat Orlandi in 22 with Bast winning again in 23. Sims, Sandona and the surprise of the qualifiers — Keith Larsen (Richard Bond Birds Unlimited Weslake) — picked up the other victories in round three.

Schwartz, Faria, King and Christian were the only riders with a perfect score of nine heading into the semis. Mike Bast got the gate from the outside in event 25 over Faria, Bobby

McLain (Coldday Construction Weslake) and Larsen. McLain got by Faria for second on lap one with Faria moving back by on the outside for second at the white flag. McLain went to the inside to retake the runner-up spot with Faria surprising everyone with the move of the night as he went to the inside coming out of four on the final lap to take second from a startled McLain.

Sims pulled off an upset in race 26 as he waited until the final corner to go by Christian on the inside to record the victory and a trip to the main. Schwartz again had to deal with Lucero in the semi, passing the youngster in turn three on the opening circuit for the lead and the victory. Surprising John Foster (Jaw) closed fast on Lucero but ran out of time at the checkered.

King got the gate in the final semi over Ferrell out of four on the opening lap with Sandona continuing on past McConnell for second. Ferrell rode hard into turn one on lap two to get by McConnell and Sandona for second. McConnell encountered the back chute wall and dropped out. Sandona moved up to challenge Ferrell for second with the two southern California riders going at it side by side until Sandona hit the dirt in turn three on lap three. King was long gone for the trip to the main with Ferrell advancing to the consy.

Schwartz got the pole for the main and took the lead over Bast, who was coming from the number two spot, King and Sims. Bast went to the inside to take the lead in turn one on the opening lap with Schwartz getting by for good in turn two. King and Sims were having a battle for third with King getting by and then challenging Bast for second. It was the teacher and the pupil side by side for the runner-up spot. King took what looked to be the final pass in turn two on the final lap only to have Bast get back by in turn four. King, on the outside, got the drive out of the final corner to take second from Bast by a hair at the line. For the record it was Schwartz for the victory and the eight points over King, Bast and Sims.

Results

POINTS: 1. Bobby Schwartz (20); 2. Lance King (19); 3. Mike Bast (18); 4. Mike Faria/Dave Sims (15); 6. Alan Christian (12); 7. Dubb Ferrell/Steve Lucero (10); 9. Bobby McLain (8); 10. John Sandona/Paul Orlandi (7); 12. Keith Larsen/Shawn McConnell/Gene Woods/John Foster (6); 16. Eddie Ingels (5); 17. Jeff Tomlin/Duane Yarrow/Ron McGill/Tom Ferris/Mike Curoso (4); 22. Dennis Robinson/Jim Lawson (3); 23. Kurt Strommer/Dave Miller/Marc Prince (2); 26. Dennis Bransford/Craig Schaefer/Tom Morley/Phil Gagnon/Steve Columbo (1).

Schwartz super at Costa Mesa

By Kenneth Kellogg

COSTA MESA, CA, AUG. 28

The final round of the National Qualifiers went down before a full house at the Orange County Fairgrounds. On hand for this last determining round was Bobby Schwartz who swept to wins in all of his rides here tonight.

Mike Bast was back, although he still didn't have the skin graft needed to restore use of his heel. He did have a special boot made. Bast may have been limping in the pits, but that was the only place he hobbled. In his first two heats, Bast took first, and in his third race, he took a second behind Gene Woods.

Going into tonight's racing, Lance King was the points leader; second was Mike Bast (who after tonight remained the same). Third was Alan Christian, who dropped down to third; fourth was Bobby Schwartz, who moved into third. At fifth was Mike Faria who moved up one to fourth. Several other positions were changed.

For the first seven events, top riders took turns winning their heats. Then, beginning with event number eight strange things started happening as everyone realized this was it, their last chance to make the Nationals. Event eight matched Dave Miller, Dubb Ferrell, Alan Christian and Paul Orlandi. Orlandi, an underdog from NorCal, not only won it but passed two of the best riders in American speedway, Ferrell and Christian. On lap one Christian was in first, Ferrell second and Orlandi third. Then like a rocket, Orlandi took to the outside. On the next lap he had passed Ferrell and was moving on Christian. Christian had about a four bikelength lead, but that didn't phase Orlandi. He kept right on going and on the next lap had moved into an equal position with Christian, getting ready to pass. To the enjoyment of the capacity crowd, Orlandi took over the lead and the win while gaining about 7000 fans in the process. Ferrell passed Christian to take second.

Going into the semis, Schwartz, Mike Bast and John Sandona all had won all their heats (Sandona surprised everyone with his unbeatable heats). However in his first semi, Sandona finished a disappointing third and did not transfer, though he did make the Nationals. Mike Curoso took first with Gene Woods second. Curoso transferred to the main and Woods to the semi for a chance to pick up more points.

In the next semi, Schwartz took the win, leading all the way and defeating a good field comprised of King, Orlandi and reserve Keith Larsen (who made the final qualifying spot).

The next semi was probably the best of the night featuring Mike Bast, Christian, Dave Sims and Duane Yarrow. As expected, Bast took the gate. Coming out second by about two inches was Christian followed by Yarrow and Sims. Bast led all the way with Christian challenging at every turn. But Christian had his own troubles, barely holding off Yarrow while Sims finished fourth.

The final event of the night was the Skoal-sponsored main event. What a line up! On the pole sat Mike Curoso, next to him in lane two, the incredible Mike Bast. Stuck in the middle was Mike Faria, having an excellent night and definitely a top contender. Way outside in lane four was Bobby Schwartz. Schwartz took the gate and never looked back. Coming out second was Curoso followed by Bast and Faria. They stayed that way until lap three when Faria changed the entire race by passing both Bast and Curoso and began challenging Schwartz but there weren't enough laps left.

So the stage is set for the National Championship here on Oct. 10. Also, the top eight riders (excluding Schwartz who must qualify overseas) are automatically in the World Qualifier next year.

The way they ended in final points are: Lance King (65), Mike Bast (62), Bobby Schwartz (58), Mike Faria (54), Alan Christian (51), Mike Curoso (42), Paul Orlandi (35), Gene Woods (35), Steve Lucero (33). (All are seeded into the World Qualifier.) Dave Sims (32), John Sandona (31), Dubb Ferrell (31), Duane Yarrow (30) and Keith Larsen (25) are also in the Nationals. The reserves are Bobby McLain (22) and Shawn McConnell (19). •

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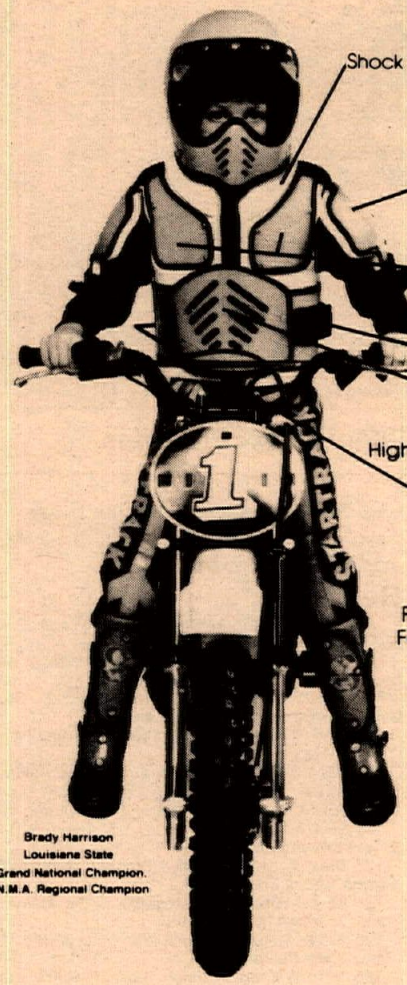

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Craig Gormley rode to the overall win in DeAnza 250cc Pro action.

MacCracken whips Corona MX

By Kit Palmer

CORONA, CA, AUG. 21

There wasn't much surprise when Malcolm Smith rider Eric Mac Cracken took his Yamaha to a 1-1 win in the 250cc Pro class at Corona.

At the start Rodney Brand took his Out & In Burger Suzuki to an early lead with MacCracken closely behind and Keith Williamson (Yam) in third. Brand held onto his lead for three laps then Mac Cracken made his move by passing Brand through the stadium whoops to take the lead for good.

The final moto saw MacCracken get the holeshot this time with Brand closely behind in second and Brian Fry (Suz) holding his own in third. Brand put the pressure on MacCracken for the first few laps but MacCracken's experience in the whoops paid off, enabling the Yamaha pilot to pull a comfortable lead over Brand for the win.

The 250cc Intermediate class saw Pat Schreffler take his Circle City Honda to hard fought win with a 2-2 finish. Moto one saw Rusty Taflinger of Yamaha of Pomona take his Yamaha into the lead with Schreffler closely behind in second, Scott Conaway (Yam) in third and Mike Saul (Suz) in fourth. By the second lap Saul had moved up to third after Conaway fell and dropped back to seventh. In fourth was Jeff Clark (Suz) and Brandon Sneiderwine (Kaw) followed in fifth. Up front Schreffler was really putting the pressure on Taflinger but to no avail as Taflinger was able to hold on to the lead until the end. Second place went to Clark while fourth went to Sneiderwine.

The second moto holeshot went to Schreffler with Saul slipping into second and *Cycle World's* Brian Griewe (Suz) in third. By the third lap Saul had gotten past Schreffler for the lead, while Conaway had caught up to third after a poor start. At the finish it was Saul who crossed the finish line first followed by Schreffler in second and Conway in third.

Results

MINI BEG DIV 1: 1. Brett Jacobs (Yam); 2. Tim Malcolm (Yam); 3. Terry Szucsko (Yam).
MINI BEG DIV 2: 1. Marty Mora (Yam); 2. Mark Lopera (Yam); 3. Tony Martinez (Kaw).
MINI NOV: 1. Steve Skibel (Yam); 2. Shawn Davidson (Ka); 3. Eric Sachitt (Yam).
MINI INT: 1. Jeff Schaeffer (Yam); 2. Mike Roberts (Yam); 3. Gary Dent (Yam).
WOMEN: 1. Janet Grisham; 2. Dee Dee Ashley; 3. Suz Sitton.
100 BEG: 1. Drew Castro (Yam); 2. Jim Wilson (Suz).
125 BEG: 1. Bill Hansen (Yam); 2. Mike Bigler (Yam); 3. Tom Brown (Suz).
125 BEG: 1. Shawn Wilson (Yam); 2. Mike Wilson (Suz); 3. Chuck Collins (Suz).
125 BEG: 1. Danny D'Alessandro; 2. Jim Hammond (Yam); 3. John Malcolm (Yam).
125 NOV: 1. Grea Groom (Yam); 2. Richie Hovis (Yam); 3. Pat Burns (Yam).
125 INT: 1. Chris Heinrich (Suz); 2. Andy Kaplan (Suz); 3. Bruce Harerow (Suz).
125 PRO: 1. Brent Blount (Suz); 2. Harley Hall (Suz); 3. Mike Baker (Yam).
250 BEG: 1. Bob Hedeman (Hon); 2. Ron Shriver (Yam); 3. Dave Breno (Suz).
250 BEG: 1. Mark Durham (Yam); 2. Mike Davenport (Hon); 3. Roger Loeffers (Hon).
250 NOV: 1. Ken Donovan (Kaw); 2. Mike Osowski (Hon); 3. Rick Hughes (Hon).
250 INT: 1. Pat Schreffler (Hon); 2. Mike Saul (Suz); 3. Scott Conaway (Yam).
250 PRO: 1. Eric MacCracken (Yam); 2. Rod Brand (Suz); 3. Keith Williamson (Yam).
500 BEG: 1. Ray Solomon (Hus); 2. Jim Diss (Mai); 3. Scott Cates (Yam).
500 NOV: 1. Roger Kokas (Hus); 2. Corky Boyer (Hon); 3. Mike Reichard (Yam).
500 INT: 1. Cory Timms (Hus); 2. Craig Lee (Hon); 3. Bob Tippit (Yam).
VETS: 1. Dallas Baker (Yam); 2. Warren Burrell (Kaw); 3. Horst Leitner (Yam).

Barr wreaks havoc at R.A.C.E. OCIR MX

By Steven Crosby

IRVINE, CA, AUG. 20

R.A.C.E. sanctioned motocross has grown very popular on Thursday night this season. This particular week was the busiest ever at OCIR with well over 250 riders in competition. In the Pro ranks Tony Gomez of the Roost Factory topped the 125cc class while Kawasaki's Warren Reid won the 250cc class. For the first time there was a special Vets class organized by Clive at CEET Racing and it turned out to be quite a race.

The Vets class was set up for the over 30 group that still desires to attempt to wreak havoc on their bodies. In the first moto Dennis David jumped into the early lead and looked like he might pull away from everyone. But he went down on the second lap and fell into second place behind Bob Barr. Barr started to build up a lead while a battle for third went on between Clive Cheffins and Richard Long. Cheffins was on a 125cc and couldn't hold back Long's bigger bike for more than a lap. On the last lap David had more trouble and Long and Cheffins went by to finish 2-3 behind Barr.

In the second moto Long took the early lead with Cheffins second and Barr third. Barr moved by the Yamaha with his Maico on the second lap and set out after Long. Barr moved up and was able to pass Long on the third lap and then held him off for the rest of the moto.

At the opposite end of the age bracket and racing schedule was the first division of Mini Beginners. This is a class set up for riders who are 12 or under. Tonight it turned out to be a great race. In the first moto Jeff David jumped out in the lead with Steve Tucker in second. The two Yamaha riders really went at it. For a couple of laps David held off Tucker before Tucker slipped low and took the lead. However, David was alert and took it back a few turns later. Then on the next lap third place Steve DeZwart really poured it on and moved into second over a whoop-de-doo into a tight turn and then a few seconds later passed David for the lead over the TT jump. DeZwart then tried to pull away from the crowd but David wouldn't let him get away. David was able to catch him on the final lap and take the win with DeZwart second and Tucker third.

In the second moto Tucker ran away with the race. David had a bad start and was in fifth place and then stalled out mid way through the moto and fell well back. Chad Smart was second most of the race but a last lap effort by Mike Martin gave the latter second and Smart third. Overall Tucker took the win and second went to Martin with a 4-2 tally.

Results

60 BEG: 1. Lenny Guyett (Yam); 2. Jeff Knox (Suz).
60 NOV: 1. Shane Hunt (Yam); 2. Bobby David (Yam).
60 INT: 1. Mad Matt Foster (Yam).
MINI BEG DIV 1: 1. Steve Tucker (Yam); 2. Mike Martin (Suz); 3. Chad Smart (Yam).
MINI BEG DIV 2: 1. Byron Danell (Yam); 2. Jeff Clifton (Yam); 3. Brian Eterovich (Yam).
MINI BEG DIV 3: 1. Loren Bjorkman (Kaw); 2. Craig Ostrander; 3. Jason Coolbaugh (Yam).
MINI NOV: 1. Dave Kirkpatrick (Yam); 2. Joe Lozano (Yam); 3. Wade Bone (Yam).
MINI INT: 1. Mark Toyama (Yam); 2. John Davis (Yam); 3. Jim Palmer (Yam).
MINI EX: 1. Dan Hovis (Yam).
100: 1. Richard Moerke (Suz); 2. Danny Garcia (Yam); 3. Steve Owens (Yam).
125 BEG DIV 1: 1. Steve Nelson (Yam); 2. Scott Hack (Suz); 3. George Fernandez (Yam).
125 BEG DIV 2: 1. Mike Medlin (Suz); 2. Rob Clisby (Yam); 3. Jay Spear (Kaw).
125 BEG DIV 3: 1. Steve Musil (Hon); 2. Russ Lloyd (Yam); 3. Brian Bates (Yam).
125 NOV DIV 1: 1. Larry Woody (Hon); 2. Paul Colston (Kaw); 3. Bret Loudenbach (Yam).
125 NOV DIV 2: 1. Rob Trone (Yam); 2. Chris Allec (Yam); 3. Gary Garant (Yam).
125 INT: 1. Chris Heinrich (Suz); 2. Taylor Marcell (Kaw); 3. Ryan Roberts (Yam).
125 PRO: 1. Tony Gomez (Suz); 2. Harley Hall (Suz); 3. Micky Dymond (Yam).
250 BEG DIV 1: 1. Bobby King (Suz); 2. Bob Stressling (Hon); 3. Andrew Layton (Kaw).
250 BEG DIV 2: 1. Todd Cunningham (Hon); 2. Carl Reed (Suz); 3. Howard Tressville (Kaw).
250 NOV: 1. Bill Scott (Yam); 2. Rick Nabors (Hon); 3. Jay Sidall (Hon).
250 INT: 1. Mark Howard (Yam); 2. David Anderson; 3. Jeff Scott (Suz).
250 PRO: 1. Warren Reid (Kaw); 2. Dave Eropkin (Suz); 3. Bill Boyer (Yam).
OPEN BEG: 1. Jim Smith (Hus); 2. Greg Whitfield (Yam); 3. Jim Devine (Yam).
OPEN NOV: 1. Mark Glecko (Mai); 2. Mark Hall (Yam); 3. Chris Dowell (Yam).
OPEN INT: 1. Gary Gonzales (Mai); 2. John Stapleton (Yam); 3. John Anderson (Yam).
OPEN PRO: 1. Scott Cavness (Suz).
VETS: 1. Bob Barr (Mai); 2. Richard Long (Yam); 3. Clive Cheffins (Yam).

Gormley styles to victory at DeAnza

By Kit Palmer
Photo by Ron Lawson

SUNNYMEAD, CA, AUG. 16

A large turnout of Pros showed up at DeAnza, many of them wanting to get some extra practice to prepare themselves for next week's $5,000 purse.

The first moto of the 250cc Pro class saw Malcolm Smith's Eric MacCracken capture the holeshot with Rod Brand (Suz) hard upon Mac Cracken's rear fender. In third was Fred Combs (Yam) and Keith Dysert was in fourth. During the first lap Brand fell, which gave MacCracken an early comfortable lead. This also gave second place to Combs and third to Dysert. Soon after, Dysert dropped out which handed third to Craig Gormley of Yamaha of Redlands, who was returning from a month's lay off. Greg Zitterkopf followed in fourth. Mac Cracken enjoyed an easy win with Gormley laboring his way to second, trailed by Zitterkopf, while a tired Combs fell back to finish in fourth.

Next time around saw Zitterkopf grab the lead followed by Gormley, MacCracken and Yamaha support rider Maris Whiteoaks in fourth. Gormley inherited the lead after Zitterkopf washed out on the second lap but he recovered quickly enough to pick up in second. Brand passed Whiteoaks on the third lap to move up to fourth, but Brand's chain broke at the halfway point, giving fourth to Combs. From there on in, things stayed the same as Gormley ran away with the win and the overall. Mac Cracken finished with second overall while third went to Zitterkopf and fourth to Combs.

In the first moto of the 125cc Pro class Varney Holbrook (Suz) positioned himself in the lead followed by Rick Rodgers (Yam) and Randy Yetto. Rodgers was in close pursuit of Holbrook throughout the first half of the race but fell on the 10th lap, giving Holbrook an easy win. Brent Blount (Suz) rode a consistent race throughout the moto to finish in third while Rodgers was able to salvage a fourth. Holbrook grabbed the holeshot again in the second moto with Blount close behind and Yetto settling for third. Holbrook was able to hold on to his lead until the finish. Yetto finished third while Troy Manning (Yam) had to settle for fourth.

Results

PEE WEE DIV 1: 1. Cheyenne Sheffield (Yam); 2. John Gunderson (Yam).
PEE WEE DIV 3: 1. Adam Fitzgerald (Yam); 2. Jennifer Gunderson (Yam).
JR CYC: 1. Mike Michetti (Suz); 2. Chris Lowen (Yam).
MINI BEG: 1. Roy Chambers (Yam); 2. Terry Szucsko (Yam); 3. Rober Browning (Kaw).
MINI NOV: 1. Dino Terracciano (Yam); 2. John Cushingham (Suz); 3. Lance Gorton (Kaw).
MINI INT: 1. Mike Roberts (Yam); 2. Steve Anderson (Yam); 3. Jerry Reyes (Kaw).
WOMEN EX: 1. Kim Douglas (Suz); 2. Mercedes Gonzales (Yam); 3. Charly Ho (Yam).
WOMEN INT: 1. Maria Gonzales (Suz); 2. Tracy Tavis (Yam).
125 BEG: 1. Larry Moroles (Yam); 2. Mike Heyne (Yam); 3. Steve Mead (Suz).
125 NOV: 1. Steve Cardillo (Yam); 2. Jeff Frye (Suz); 3. Steve Hawkins (Suz).
125 INT: 1. Don Jandt (Suz); 2. Doug Jackson (Yam); 3. Dale Woiken (Suz).
125 PRO: 1. Varney Holbrook (Suz); 2. Brent Blount (Suz); 3. Randy Yetto (Yam).
250 BEG: 1. Steve Planausky (Yam); 2. R. Stewart; 3. A. Svenson.
250 NOV: 1. Chuck Wheeler (Suz); 2. Tim McIntash (Hon); 3. Paul Schreffler (Hon).
250 INT: 1. Rick Roark (Suz); 2. Kelly McGuire (Yam); 3. Kevin Nash (Mai).
250 PRO: 1. Craig Gormley (Yam); 2. Eric Mac Cracken (Yam); 3. Greg Zitterkopf (Yam).
OPEN BEG: 1. Mike Logan (Yam); 2. Terry Tate (Suz); 3. Pete Jacobs (Yam).
OPEN NOV: 1. Mike Norris (Mai); 2. Mike Carol (Yam).
OPEN PRO: 1. Scott Cavness (Suz); 2. Mike Burnett (Mai).

VETS SR EX: 1. H. Statham; 2. Wayne Cornelius (Yam); 3. Ed Michetti (Mai).
VET JR INT: 1. T.A. Jones (Yam); 2. Ray Simmons (Suz); 3. Jack Kaplin (Hus).

O'Mara, Nelson nail AME Yamaha Dealers Series second round

By Judy Greenberg

VALENCIA, CA, AUG. 23

American Motocross Enterprises presented the second round of the Yamaha Dealers Series on the Shadow Glen Course at Indian Dunes. There was 100% payback to the Pros, and over $500 in Yamaha gift certificates awarded by drawing.

American Honda's Johnny O'Mara, the LOP Suzuki of Mike Brown and the MX Fox/Man. Yamaha of Jon Nelson were the top purse winners in the 250, 500 and 125cc Pro classes, respectively.

Jim Holley, riding support for Yamaha took the early lead in the first 250cc moto. O'Mara climbed up right behind him and made his move on the inside of the sand straight. Yamaha support rider Pete Snorteland filled the third spot, with the BG Oil Yamaha of Mark White in fourth. One third of the way into the moto, while Holley was looking for a way back into the lead, he crashed hard and was forced to retire. Meanwhile, John Whelchel (Answer Products), who was ninth at the start, was moving steadily through traffic. After a short battle with White, Whelchel was in third and then started to seek out Snorteland. By this time, O'Mara had an extensive lead and was untouchable. Snorteland had enough of an edge to remain solid in second, despite the quick-moving Whelchel, who gained ground right to the finish.

O'Mara made it look easy the second time out, taking control from the gate, right down to the finish in the smooth style he is so well known for. Snorteland and White held equal distances in second and third. But, for the second time that day, Whelchel fought his way up through the pack, picking up positions and time with each lap. On the last lap, he made a successful play on White for another third finish.

At the start of moto one of the 125cc Pro class, the Crossroads Suzuki of Jim Sendlebach and Jim Pappe (Suz) entered into an immediate duel for the lead. Holley's Yamaha was in fourth but edged up, passing Nelson and Sendlebach before eventually taking the lead from Pappe, who for a while stuck to him like glue, trying to take it back. Sendlebach kept his wheels in front of Nelson as the front-running foursome left the pack behind them. But when Sendlebach broke down, Nelson was in for a solid third.

The second round belonged to the International Yamaha of Doug Gentry, in one of the most impressive rides of the day. Gentry came out of the gate in first followed by Zoli Meszaros (Suzuki of Van Nuys) and Nelson. Soon, Nelson put the pass on Meszaros and charged after Gentry. Pappe was on the move and slipped by Meszaros into third. When Pappe went off the track, costing him a few places, Gary Curtis (Suzuki of Bakersfield) was next to make a pass into third. Gentry and Nelson were well out in front when Gentry spun out and Nelson slipped by him. But Gentry was back up on the move and soon put Nelson behind him for good, while he built a tremendous lead to the finish. Curtis was 15 seconds behind Nelson and 17 seconds in front of Pappe, who once again picked off riders until he was in fourth, with Jon Ortner in fifth. The top five were well spread out quite a distance from the rest of the pack when it all broke loose. Curtis closed on Nelson and two laps later found Pappe breathing down his neck. The trio battled wheel to wheel to the wire. Nelson's 3-2 gave him the overall, Gentry went 5-1 for second, with Pappe (2-4) and Curtis (6-3) in for third and fourth place money.

Mike Brown went wire to wire to win the first 500cc Pro moto. Tom Kelly (Malcolm Smith Hus) held onto second, while Tracy Oswell moved from fifth to third in one lap. The Kern Sport Cycle Husky of Greg Torgerson diced it out with Oswell, but eventually succumbed to his pressures and finished fourth.

The second time Kelly holeshot, but Oswell pushed his Maico right into the lead and took off for the win. Kelly, Torgerson and Brown diced behind him, with Brown moving to second and stretching it out, leaving Kelly to finish third.

Results

500 PRO: 1. Mike Brown (Suz); 2. Tracy Oswell (Mai); 3. Tom Kelly (Hus).
500 INT: 1. Rod Robertson (Suz); 2. Fred Hudgens (Suz); 3. Dave Welty (Suz).
500 JR: 1. Charles See (Yam); 2. Rich Anderson (Suz); 3. Rick Frock (Yam).
VET EX: 1. Ron Cole (Mai); 2. George Cook (Hus).
VET JR: 1. Ken Pearson (Mai).
250 PRO: 1. Johnny O'Mara (Hon); 2. Pete Snorteland (Yam); 3. John Whelchel (Yam).
250 INT: 1. David Thayer (Hon); 2. Vince Friedl (Suz); 3. Tony Pulliam (Hon).
250 JR: 1. Pete Ackory (Yam); 2. Rob Kennedy (Yam); 3. Eddie Rea (Yam).
250 BEG: 1. Kevin Aurey (Yam); 2. David Warntjes (Yam); 3. Randy Cheatwood (Suz).
125 PRO: 1. Jon Nelson (Yam); 2. Doug Gentry (Yam); 3. Jim Pappe (Suz).
125 INT: 1. Andy Nelinger (Suz); 2. Randy Lippie (Suz); 3. Jim Hartman (Suz).
125 JR DIV I: 1. Chris Balades (Yam); 2. Jim Pullar (Suz); 3. Geno Dupree (Yam).
125 JR DIV II: 1. Bruce Delgado (Suz); 2. Cam Johnson (Yam); 3. Chris StMarie (Yam).
125 BEG DIV I: 1. John Kooy (Suz); 2. Marty Stowell (Suz); 3. Robert Steinbach (Yam).
125 BEG DIV II: 1. Mike Barker (Suz); 2. Shawn Kennedy (Yam); 3. Shawn McGurrin (Hon).
100 INT: 1. Jim Spotts (Suz); 2. Mike Hughes (Suz).
100 JR: 1. Cam Johnson (Yam); 2. Richard Lloyd (Suz).
83 EX: 1. Steve VanDuzen (Yam).
83 INT: 1. Mouse McCoy (Yam); 2. Jim Collier (Kaw); 3. Michael Kanpp (Kaw).
83 JR: 1. Darryl Chereskoff (Yam); 2. Troy Welty.
83 BEG: 1. Tony Leater (Yam); 2. Tom Hale (Kaw); 3. Todd Looney (Yam).
61 EX: 1. Jeff Reynold (Yam).
61 INT: 1. Ronnie Densford (Yam).
61 JR: 1. Alan Pierce (Yam).

Meyers, Stovin storm CMC Speedway 117 MX

By Myron Hemley

CHULA VISTA, CA, AUG. 19

Scott Meyers took the 125cc Pro class with a 1-2 finish at Speedway 117's Wednesday night Continental Moto-sports Club MX.

Meyers (Suz) took and held an early lead in the first moto, increasing his lead through the first half of the moto until he held an eight second advantage by lap four. Terry Murray gassed his Suzuki into second over Joaquin Picaso. Murray and Picaso diced over second until the fourth lap when Picaso made his move through the Carousel. Picaso then started his move on Meyers, eventually finishing a mere two bikelengths back. Murray finished third, five seconds behind the leaders.

Meyers doubled holeshots as he once again took an early lead in the second round. Murray and Picaso were back in second and third. It looked like the two were going to fight for second all night, but they started closing in on

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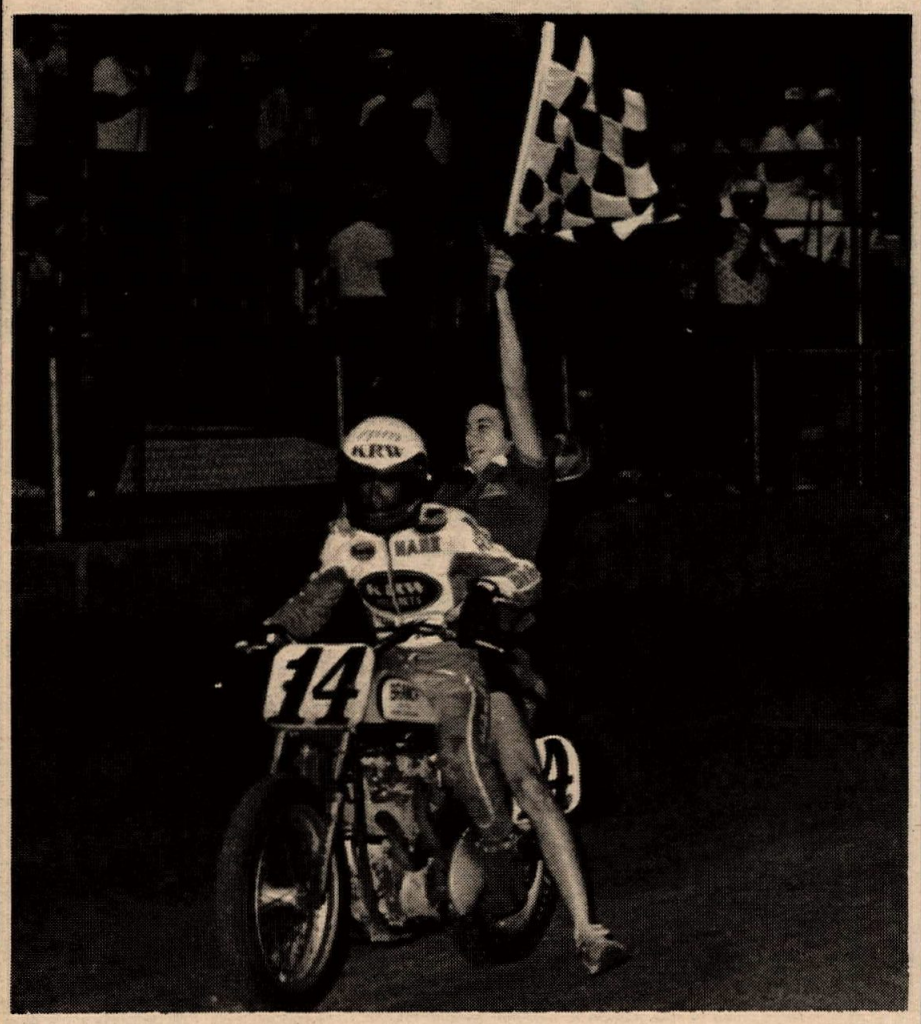

Hank Scott wasn't thinking about Cycle News when he rode to victory last Saturday night. But we sure were thinking about him!

It's our job to know what happened at his race, put it into writing, photograph him in action, then get it all typeset, developed, halftoned, pasted-up, printed and into the U.S. Mail by Tuesday morning.

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Meyers' lead at the halfway point. Murray opened a lead over Picaso to make his move on Meyers and the lead. The white flag came out with Meyers leading Murray by four seconds. Meyers shocked the crowd when he fell at the end of the dogleg and Murray went by for the moto win before Meyers could restart. Meyers did hold second for the overall win and Picaso was third.

Ed Stovin won a comeback tiebreaker to take the overall win in the 250cc Junior class. Alan Seaman got the holeshot in the first moto with David Williams, who is second in the KPRI/ Coca-Cola Summer Series, following into second. Stovin (fourth in the series) jammed into third. The leaders stayed wheel to wheel until the start of the third lap when both Williams and Stovin passed Seaman for the lead. Williams was running the fastest lines as he started to pull away from Stovin, who was being pressured by Seaman. Seaman passed Stovin going over the KPRI "double doubles" at the start of the fifth lap. Stovin tried to repass on the same spot but Seaman held him off. After one more unsuccessful try, Stovin went inside on the Coca-Cola Big Berm in a move that netted him second.

In round two Seaman got his second holeshot of the night with Stovin second and Williams third. Lap three saw Stovin get by Seaman for the lead, with Williams putting Seaman back another position on the following lap. Seaman came back to regain second with Williams staying close until he slid out in the hairpin. Williams was up and going before Seaman could build a good lead, and Williams caught and passed Seaman in the last corner to finish second, four seconds behind Stovin.

Results

MINI JR: 1. Phil Lawson (Yam); 2. Luis Manuel Martinez (Kaw); 3. Ramon Dominquez (Yam).
125 JR DIV 1: 1. Mark Scott (Yam); 2. Bobby Maupin (Yam); 3. Keith Craig (Yam).
125 JR DIV 2: 1. Chris Apodaca (Yam); 2. Shannon Scott (Suz); 3. Louis Brazier (Suz).
125 INT: 1. Alex Leon (Suz); 2. Roger Hayes (Hon); 3. David Capehart (Kaw).
125 PRO: 1. Scott Meyers (Suz); 2. Terry Murray (Suz); 3. Joaquin Picaso (Yam).
250 PRO: 1. Woody Carlson (Yam); 2. Bryan Maloney (Hon); 3. Tom Browne (Yam).
250 JR: 1. Eddy Stovin (Suz); 2. David Williams (Yam); 3. Alan H. Seamon (Kaw).
250 INT: 1. Clint Burger (Yam); 2. Frank Rogers (Hon); 3. Brian Craw (Yam).
500 JR: 1. Kindall Kistner (Yam); 2. Guy Shidner (Yam); 3. Monte Lutz (Yam).

Olson dynamite at DeAnza Old Timers MX

By Bob Alloy

SUNNYMEAD, CA, AUG. 16

There is only one way to describe DeAnza in the summer time: Hot, and today was no exception. It was really very, very hot. Anyway, 28 Old Timers downed gallons and gallons of Gatorade and tried to find some shady spots. Ed Michetti, DeAnza promoter and also an Old Timer Master, had the track nicely prepared with just enough changes to make things exciting.

The Masters division was wrapped up by Marvin Olson, who captured both motos with some smooth flying. Dan Sanchez blasted into the second spot at the start of moto one and held second to take the checkered flag 10 laps later. In the second moto Blackie Lewis put his Yamaha into the second spot, passing several riders to get there. Sanchez was second overall.

Dick Mosley, who got the Expert holeshot, held that lead for nine laps before Chuck Woody blasted into the lead. Mosley held in for second. Buzz Moeller put his Husky into a smooth line that put him into third at the finish line. In moto two Mosley quickly took command of the track as he put his Yamaha into the lead, gassed it for 10 laps and won. Buzz Moeller took second with a display of some excellent riding. George Spearing blasted into the third spot.

Amateur Gene Powell knew how to manage a hot, grueling track. He won both motos, despite getting a last start in moto two. Manny Dauber also came through with a good performance as he aggressively dominated the number two spot in both motos.

Novice Ray Arnold put his Yamaha four-stroke into a winning gear, gassed it to the lead, and easily won both motos. Dick Varvel found a smooth line into second place in moto one. Howard Zimmerman followed Varvel in for a third place win. John Turdo, who has really been going all out for the action, gassed his Yamaha into the second spot in the second moto. Howard Zimmerman blasted into third.

Results

MASTERS: 1. Marvin Olson; 2. Dan Sanchez.
EX: 1. Dick Mosley; 2. Buzz Moeller; 3. Chuck Woody.
AM: 1. Gene Powell; 2. Manny Dauber.
NOV: 1. Ray Arnold; 2. John Turdo; 3. Howard Zimmerman.

Hopwood, Palmer top CMMC Barona Oaks

By Rod Eschenburg

SAN DIEGO, CA, AUG. 16, 1981

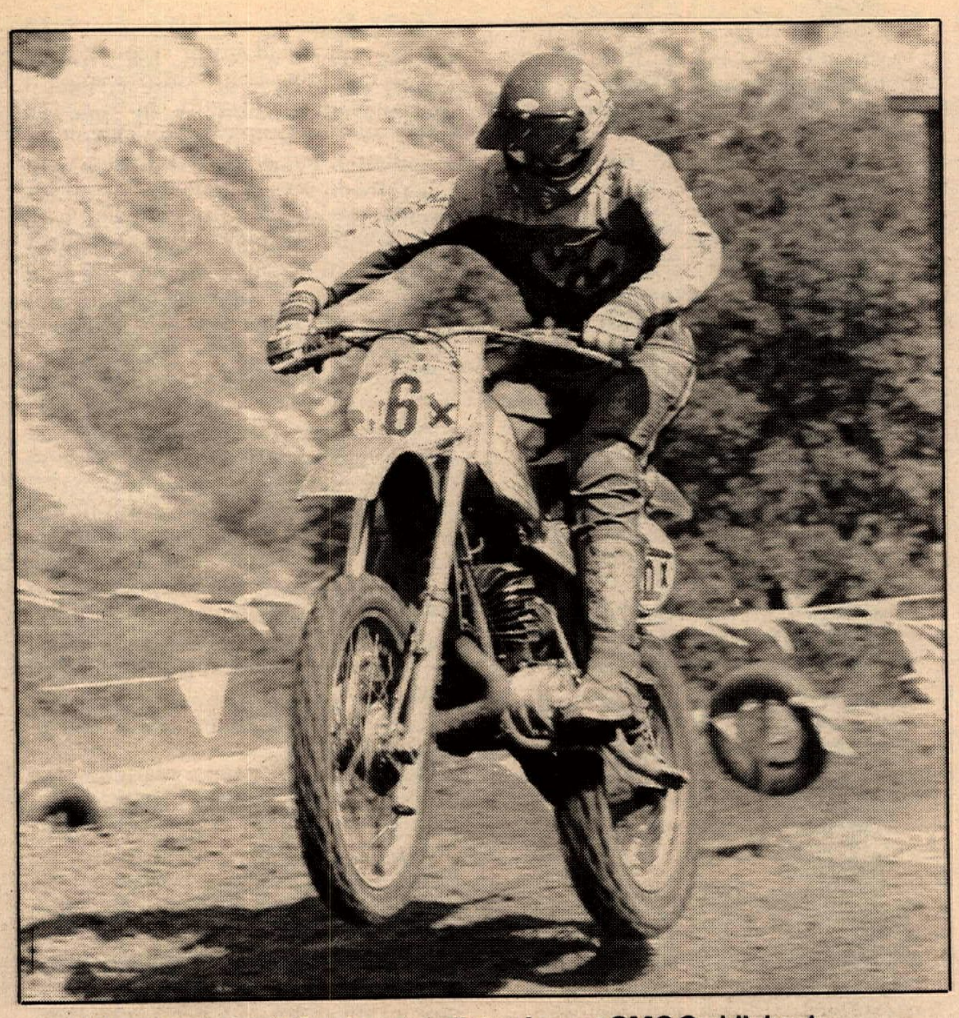
David Hopwood switched brands and promptly took his new Suzuki into the winner's circle in the Stock 125cc Expert class at Barona Oaks Raceway.

It was a real day of firsts as new 125cc Expert Mitch Palmer (Suz) made his debut with a come from behind win in the Modifieds as he downed fellow freshman Expert Alex Leon (Suz) and Hopwood. L.eon also had a second in the Stocks after a torrid duel with Hopwood in both motos.

To round out the day's "firsts", Bobby Vrhel (Yam) took a wild 4-1 effort for the win over A. D. Pifer for a career first in the Stock 125cc Intermediates, and Jim Pearson (Suz) scored his first Intermediate win in teh Modifieds. Pearson's victory was a tiebreaker over Keith Craig (Yam), 3-1 to 2-2.

The 125cc Novice riders were not to be outdone as Yamaha-mounted John Connolly scored his first career victory in the Stocks off a come from behind victory over John Yonekura (Suz) who survived a very hard endo in the second moto to combine a 1-3 effort for the second place in the 15 rider field. Yonekura was not to be denied, however, as he came back for a two for two sweep of the Modifieds.

The Mini Experts were non-existant due to Ponca City, but the Novices were out in goodly numbers. Paul Cortez (Yam) went two for two in the Stocks over Michael Dickerson who had a real good go with Craig Duff. In the Modifieds, Terry McClure scored his first victory of the year after a hard spill in the Stocks as he downed Dickerson and Duff. The 12-16 Beginners staged their own brand of mayhem Sunday with Scott Strothers sneaking up on the win with a 3-4 effort over Raul Marquez (6-2), Jeff Moore (5-3), Bob Marehand (9-1) and



Alan Olson won the 500cc Intermediate class at CMC Saddleback.

Kirk Fichter (4-6). Kevin Krueger moved up to the Novices off his half-lap victory in the first moto, but was unable to complete the second go-'round right side up!

Sean Thornton continued his domination of the Pee Wee class with a Stock win on his trusty Suzuki, and then debuted a new Yamaha for the Modified win. Justin Rich (Suz) ran second in both divisions with the thirds divided up between Eric Hawes (Yam) and Dennis Dahlin (Itj).

Results

MINICYCLE CLASSES

SPECIAL 105cc MINIS: 1. Chris Swift (Yam); 2. Charlie Sampson (Yam); 3. Jeff McCoy (Yam).

STK INT (12-16): 1. Mike Gilmartin (Hon); 2. Tim Schoos (Hon); 3. Charlie Sampson (Yam).

MOD INT (12-16): 1. Charlie Sampson (Yam); 2. Tim Schoos (Hon); 3. Mike Gilmartin (Hon).

STK NOV (12-16): 1. Paul Cortez (Yam); 2. Michael Dickerson (Yam); 3. Craig Duff (Kaw).

MOD NOV (12-16): 1. Terry McClure (Yam); 2. Michael Craig (Yam); 3. Craig Duff (Kaw).

STK NOV (9-11): 1. David Germain (Hon); 2. Matt Meirbachtol (Suz); 3. Jason Frieze (Kaw).

BEG (12-16): 1. Scott Strothers (Kaw); 2. Raul Marquez (Suz); 3. Jeff Moore (Yam).

MOTORCYCLE CLASSES

125 STK EX: 1. David Hopwood (Suz); 2. Alex Leon (Suz); 3. Mitch Palmer (Suz).

125 MOD EX: 1. Mitch Palmer (Suz); 2. Alex Leon (Suz); 3. David Hopwood (Suz).

125 STK INT: 1. Bobby Vrhel (Yam); 2. A.D. Pifer (Suz); 3. Mark Scott (Yam).

125 MOD INT: 1. Jim Pearson (Suz); 2. Keith Craig (Yam); 3. Bobby Vrhel (Yam).

125 STK NOV: 1. John Connolly (Yam); 2. John Yonekura (Suz); 3. Scott McGregor (Yam).

125 MOD NOV: 1. John Yonekura (Suz); 2. Gil Ward (Suz); 3. Mark King (Suz).

JUNIOR CYCLE CLASSES

STK (9-11): 1. Danny Hembree (Yam); 2. Jason Collier (Yam); 3. David Duff.

MOD (9-11): 1. Danny Hembree (Yam); 2. Jason Collier (Yam); 3. Robbie Avila (Yam).

STK PEE WEE: 1. Sean Thornton (Suz); 2. Justin Rich (Suz); 3. Eric Hawes (Yam).

MOD PEE WEE: 1. Sean Thornton (Yam); 2. Justin Rich (Suz); 3. Dennis Dahlin (Itj).

Turner grand slams CMC Saddleback

By Mike Klinger

ORANGE, CA, AUG. 16

"Why go down to Carlsbad just to watch the National when I can race at CMC?" commented Suzuki support and R&D rider Ron Turner. This Continental Motosports Club event was the same day as the final 125/500cc AMA National MX but Turner put on quite a show by winning all six motos he entered and won all three Professional divisions. This has only been done once in recent times and Turner was the man.

In the Open Pros, Maico-mounted Dale Lewis led Turner for two laps in moto one but Turner put his sights on Lewis and eventually beat the second place rider by more than 47 seconds. In moto two Turner again pulled out the win but this time Steve Banning (Mai) trailed Turner the entire moto. Banning threw a chain just off the start of moto one and did not compete.

Turner and Juan Benavidez (C-A) were too much for the rest of the 250cc Pros in moto one. Turner pulled the field with Benavidez a solid second and Norman Nilsson (Yam) third. In moto two, Nilsson held onto second behind Turner and Nilsson's 3-2 score gave him second overall behind Turner's 1-1. V. Butler (Yam) finished third in moto two and fifth overall.

Richard Sands (Suz) and Harley Hall (Suz) had to play second fiddle to Turner in both motos of the 125cc Pros. Craig Dale (Suz) handled second place in moto one with Hall third but mechanical problems dropped Dale way down in the standings in moto two. Sands picked up second place in moto two and his 4-2 score awarded him second overall. •

Results

MINI JR: 1. K. Swisher (Yam); 2. S. Hunt (Yam); 3. P. Cruz (AMX).

125 JR: 1. P. Colston (Kaw); 2. J. Cobham (Suz); 3. T. Stubblefield (Yam).

250 JR: 1. G. Renko (Kaw); 2. R. Peralta (Kaw); 3. R. Held (Yam).

500 JR: 1. S. McManus (Yam); 2. S. Alvarez (Hus); 3. W. Kyle (Hus).

125 INT: 1. R. Varela (Suz); 2. M. Zigeler (Suz); 3. T. Keefer (Yam).

250 INT: 1. B. Fry (Suz); 2. P. Krause (Yam); 3. D. Soma (Yam).

500 INT: 1. A. Olson (Mai); 2. D. Adkins (Suz); 3. F. Lavres (Yam).

125 PRO: 1. R. Turner (Suz); 2. R. Sands (Suz); 3. H. Hall (Suz).

250 PRO: 1. R. Turner (Suz); 2. N. Nilsson (Yam); 3. B. Boyer (Yam).

500 PRO: 1. R. Turner (Suz); 2. D. Lewis (Mai); 3. G. Harris (Hus).

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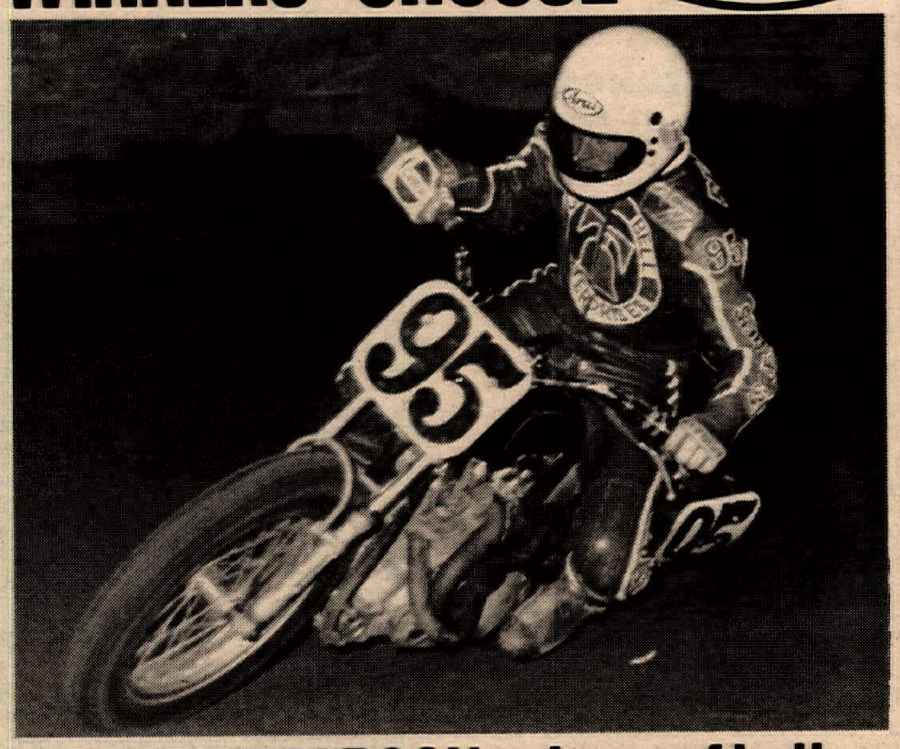

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NORTHERN DATELINE

Macedo tops minis; Hill takes top money at M&D Lodi ST

By Marty Scott

LODI, CA, AUG. 21

Mike Macedo and Dennis Hill of M&D Promotions put together another fine short track program at the Lodi Cycle Bowl while their youngsters put on a show of their own. "Mikie" Macedo topped the 80cc Experts with a rare holeshot to beat rival Winkie Freitas, and Aaron Hill took most of the big bike Expert cash with a win in 500cc Expert and a close second to Bruce Johnson in 250cc Expert.

The 80cc Experts would start things off for the evening of racing. Macedo, who has chased Freitas in recent weeks as the result of bad starts, would let Freitas do the chasing tonight. He pulled the holeshot on the Oilzall/Champion Spark Plug/Macedo Construction YZ and took a wire-to-wire win, literally smoking the field. Freitas opened up a big cushion for second, and third went to Dean Vincelet.

Jeff Bingham was first in 80cc Novice/Junior combined with Dion Clardy the first Novice.

Freitas came back and posted the 100cc Expert win, outdistancing Craig Johnson and Kelley Fischer.

Woody Rogers continued to dominate the 125cc Novice/Junior class with Frank Cole the top Novice in second.

The 250s were up next. Jim Eden posted the Novice win over Billy Taylor. James Needham held off former top Novice Danny McDonnell and his trick Honda for the Junior win, and Brian Sansing was third.

Johnson and Hill had a heck of a race in 250cc Expert as they opened a big cushion between them and the rest of the field. Hill tried all he could to get by but there was no way around as Johnson held him off for the win. Joe Knight was a distant third, and Dave Walden picked up the final payback.

Don Stommel took the win in 500cc Novice/Junior combined, Bill Buhlman was top Novice in second. Aaron Hill on the Del Callsen Honda put the close to his successful evening with the 500cc Expert win over Knight. The 14-year-old Hill is quickly climbing up the Black Plate charts and seems to be getting better every race.

Results

80 EX: 1. Mike Macedo; 2. Winkie Freitas; 3. Dean Vincelet.
80 NOV/JR: 1. Jeff Bingham; 2. Dion Clardy.
100 EX: 1. Winkie Freitas; 2. Craig Johnson; 3. Kelley Fischer.
125 NOV/JR: 1. Woody Rogers; 2. Frank Cole.
250 NOV: 1. James Eden; 2. Billy Taylor.
250 JR: 1. James Needham; 2. Danny McDonnell; 3. Brian Sansing.
250 EX: 1. Bruce Johnson; 2. Aaron Hill; 3. Joe Knight.
500 NOV: 1. Don Stommel; 2. Bill Buhlman.
500 EX: 1. Aaron Hill; 2. Joe Knight.

Snider sails to Guymmon Memorial win at Huetter

By Judy Roe

COEUR D'ALENE, ID, AUG. 20

This week's race action at the Huetter Speedway Thursday night flat track included the Kirk Guymmon Memorial race, a 25-lap event won by Kevin Snider (KTM). Second place was Ron Yamamoto (Yam), and third place was Jim Hamby (Hon). Mr. and Mrs. Guymmon made the long trip all the way from Utah once again this year to watch the memorial event which provided the usual excitement from a staggered start. Kevin won on a 250, by the way, which has been hard to beat all year.

The 500cc Expert first heat was a real barn burner with Darrell Sims and Tony Cruickshank side by side for several laps. But when Sims slid out and almost went down, Cruickshank kept the gas on and took the win, with Arney Wick taking third, and Brad Walters taking fourth place in the heat.

Our Mini class riders were hot as usual, and Brian Thompson pulled off a win over dominator Joey Kopp in the third moto of the Mini Expert class.

In the 250cc Amateur main, Jeff Seldon grabbed the lead down the back stretch, but hit the berm coming out of the pit turn, and Jackie Smith went into first place. After a delay when the red flag came out for some downed riders, Seldon took the lead again, but this time managed to hold on with Smith second and Mike Anderson in third.

In the 500cc Amateur main event, Bill Capellen took the lead and let Pat Montandon and Phil Hamby fight for the second spot. Hamby flashed by on the second lap, and even though he tried to catch Capellen, it was to no avail, and Capellen took the win with Hamby in second.

In the 500cc Expert main, Darrell Sims jumped into the lead off the line, while weekly winner Yamamoto had to work his way up from fifth position. For the final two laps of the race, the first four places changed at least three times, but at the checkered flag with the win was Sims, Wick second, Cruickshank third and Yamamoto fourth.

Congratulations to Lowell Thompson from Spokane who recently competed in the World Mini Cycle Championship in Oklahoma. With over 1800 riders competing, Lowell received first place in the Stock 60cc class and second place in the Modified 60cc class. In the 80cc class, Lowell placed seventh and got eighth place in the Modified 80cc class. Lowell races at Huetter Speedway every week, and we're proud to say he does! Congrats, Lowell.

Key, Marker maul Mabton MX

By Suanne Light and Frank Mierau

MABTON, WA, AUG. 16

The weather was hot in eastern Washington, and so was the racing at Mabton Dunes Motocross Park. The temperature was a scorching 100 degrees and nearly 100 die-hard MXers were on hand to try and beat the heat. The winners of the day in the Pro classes were Art Key (Suz) in 125cc Pro action, Duane Marker (Yam) in 250cc Pro, and the Open Pro went to John Christian, Jr. (Yam), who finished second in 250cc Pro also.

In 125cc Pro round one, Key was quick to unlock the gate and zipped to the head of the class followed by Kevin Logsdon (Yam) and Dennis Ostriem (Wayne's Arco/Yam). These three provided the real action up front, but it was Key who was running away with the moto while Logsdon and Ostriem went at it tooth and nail for second.

Key had enough wind to bag the moto win and was back out front again in moto two on his Sports Cycle Suzuki Floater. Logsdon and Ostriem were again arguing over second, swapping spots until Logsdon held firm, and Key took the checkered flag for the win and the overall.

In the 250cc Pro class, it was Duane Marker (Yam support) who took off at the start of the moto, launching himself to the front into turn one followed by John Christian, Jr. (Bellevue Yam) and Kevin Berry (Tolands Kawasaki). Marker and Christian went at it for a good battle. Marker is gaining form again after a long layoff due to an injury and held off advances from Christian for a while. Christian did get by, though, going on for the win when Marker did a number, getting tossed off in the meantime.

In moto two, Marker could taste the overall and pulled the holeshot. The pack then funneled into turn one with Christian in second and Berry third. Marker knew that he would have to do some fast riding to hold off Christian for the win, and on the last lap, things were getting interesting and close, but Marker went on for the win. Overall it was Marker (2-1), Christian (1-2) and Berry (3-3).

In Open Pro action, Christian was back again on his Bellevue Yamaha-sponsored 465 and took immediate command over Don Kriesche (Honda House). Christian took both motos for a double moto blitz and the overall payoff while Kriesche went 2-2 for a second.

Mark Sanders (Yam) of Kenniwick, WA swept both motos in the 125cc Junior class for another double moto romp, embarassing his fellow riders after a brief dice from Stacy Grant (Yam) in moto one and Martin Klossner (Suz) in moto two. The next race here at Mabton Dunes MX will be a benefit race for the Motocross and Trophee des Nations races in Belgium and West Germany.

Results

MINI JR: 1. Doug Keltner (Kaw); 2. Jeff Bishop (Hon); 3. John Cooper (Suz).
100 JR: 1. Jamie Munson (Yam); 2. Kevin Hollandswoth (Suz).
125 JR: 1. Mark Sanders (Yam); 2. Stacy Grant (Yam); 3. Martin Klossner (Suz).
125 INT: 1. Dave Perez (Suz); 2. Tom Carlson (Suz); 3. Dan Marquez (Yam).
125 PRO: 1. Art Key (Suz); 2. Kevin Logsdon (Yam); 3. Dennis Ostriem (Yam).
250 JR: 1. Kevin Helma (Kaw); 2. Rod Larson (Yam); 3. Ron Crawford (Hon).
250 INT: 1. Chris Hutzelman (Yam); 2. Gary Larson (Yam); 3. Craig Rowley (Yam).
250 PRO: 1. Duane Marker (Yam); 2. John Christian (Yam); 3. Kevin Berry (Kaw).
OPEN INT: 1. Jim Reynolds (Yam); 2. Jerry Bewlay (Yam); 3. Rick Lago (Mai).
OPEN PRO: 1. John Christian (Yam); 2. Don Kriesche (Hon).
OT: 1. Jim Reynolds (Yam); 2. Jim Samuels (Yam); 3. Keith Perry (Yam).

Two for Eaton at SIR night MX

By Suanne Light

KENT, WA, AUG. 14

It was "two-fers" night at Seattle International Raceway as Team Maico rider Eric Eaton was victorious in both the Open and 250cc Pro classes in round two of the Weekend Challenge Series of Motocross. Scott Tyler (Yam) topped the 125cc Pro class, but it was Danny Diesso who put pressure on Tyler. This could very well have been the best racing so far at SIR's night season as 200 riders packed the park to do battle for series points.

In Open Pro racing, Eaton pulled the holeshot and proved his top 20 National finishes were not a fluke as he destroyed the starting area on his Mega Two. Chris Moritz (Yam) held a stable second, but couldn't put a pass on the Maico whiz kid. Joe Pittman (Yam) was making his presence known and moved to third by the midway point of the 15-lap moto while Don Knoblauch (Yam) held down fourth.

Up front, Eaton used banzai tactics to clear the section of triple jumps with ease, gaining ground over the charging Moritz. Eaton took the moto win with Moritz second. Steve Miller (Yam) passed Pittman in the late going to take a third.

Second moto was another Eaton disappearance. The young Maico rider was geared for takeoff as he rocketed through the air, leaving the pack to eat his healthy roost, and with SIR's rocks galore, it spells trouble for anyone behind an Open bike, especially Eaton's. Eric showed only his rear fender to a distant Knoblauch who was WFO, but couldn't stay with Eaton who took the win and the overall with a 1-1 over Pittman (3-3) and Knoblauch (5-2).

Eaton was at it again and in control at the start of 250cc Pro moto one. Eaton and Doug Taylor (Yam went at it until Eaton decided to claim the win for himself. Timmy Walker (Enumclaw Suz) held a third with his blistering pace, but Timmy's bike went one way and he went the other, still taking third.

Moto two had Eaton bag the start, and that's all it took as he held it open start to finish for another 1-1 or four-for-four tally for the day which says a lot for this rider. Taylor held second giving him a 2-2 score which took him to the pay window for a second overall.

The largest Pro class was the 125s with 12 riders revving to go. Out of the gate came Danny Diesso (Burien Suz) with Scott Tyler (Devel. Eng./Yam) and former Washington number one Gary Racca (Suz) holding down the top three at the completion of one lap. Diesso was taking the better of two lines and held Tyler at bay while Racca was left to shake off Jeff Moore (Bellevue Suz) and Kenny Almquist (Yam). Diesso took the checkered first with a five-second spread between Tyler, Racca and Moore.

Tyler took the nod and caught Diesso napping at the start of the second moto, but it took Diesso only one lap to work through the traffic and into second to put pressure on Tyler, who has recently stepped down from 250 and Open bikes and looks to be the one to beat (or at least try) in the 125cc class. Tyler held tough to take the win and overall with a devastating 2-1 over Diesso's 1-2. Racca took a fine third overall with consistent 3-3 finishes.

The largest race here at SIR has always been the 125cc B class. Thirty riders lined the gate for a winner-take-all affair. It seems that the score keepers were also caught napping and couldn't get it together in moto one (not to knock the fine ladies, they have a rough job; how would you like to do it?), so they decided a winner-take-all heat race would be the way to go.

Bobby Rowe (Enumclaw Suz) led all the way from start to finish with Sean Callahan (Suz) and Jerry Andrews (Suz) in there to make it a battle. It looked to be a Suzuki sweep until Steve Fox (Kaw) took fourth while fifth through 12th went to Suzuki riders.

Results

OPEN PRO: 1. Eric Eaton (Mai); 2. Joe Pittman (Yam); 3. Don Knoblauch (Yam).
250 PRO: 1. Eric Eaton (Mai); 2. Doug Taylor (Yam); 3. Tim Walker (Suz).
125 PRO: 1. Scott Tyler (Yam); 2. Danny Diesso (Suz); 3. Gary Racca (Suz).
YZ DIAPER RACE: 1. Tommy Judge (Yam); 2. Natalie Brewer (Suz); 3. Andy Snow (Yam).
PEE WEE EX: 1. Derek Hanson (Yam); 2. Mike Brewer (Suz).
PEE WEE B: 1. Aaron Fitzpatrick (Yam); 2. Steve Dukes (Yam); 3. Corey Halterman (Yam).

PEE WEE C: 1. Pete Stavros (Suz); 2. Damion Jarger (Suz); 3. Shaun Back (Hon).
MINI EX: 1. Dennis Dolquist (Yam); 2. Scott Grimm (Yam).
MINI B: 1. Tommy Judge (Yam); 2. Bob Monroe (Yam); 3. David Thompson (Yam).
MINI C: 1. Jeff Brown (Suz); 2. Lloyd Young (Yam); 3. Derek Small (Kaw).
100 EX: 1. Wade Janssen (Yam); 2. Kirk Barber (Suz).
100 B: 1. James Clendenen (Yam); 2. Pete Treadwell (Suz); 3. Lonn Inman (Yam).
100 C: 1. Aaron Shardelman (Yam); 2. Lee Johnson (Yam); 3. Les Yocum (Suz).
125 EX: 1. Ted Pinkman (Yam); 2. Roland Schaff (Suz); 3. Chad Torbergson (Suz).
125 B: 1. Bobby Rowe (Suz); 2. Sean Callahan (Suz); 3. Jerry Andrews (Suz).
125 C: 1. Tim Blakeslee (Suz); 2. Brian Curtis (Suz); 3. Les Yocum (Suz).
250 EX: 1. Bill Rowland (Suz); 2. Todd Paulson (Suz); 3. Steve Henden (Yam).
250 B: 1. Tom Lansfors (Hon); 2. Richard Kintner (Suz); 3. Tim Mattioda (Suz).
250 C: 1. David Marquart (Suz); 2. Ron Paget (Kaw).
OPEN B: 1. Dave Roestel (Hus); 2. Steve Bader (Suz); 3. Bob Wilson (C-A).
OPEN C: 1. Kip Read (Suz); 2. Kreston Snow (Suz); 3. David Marquart (Suz).
MASTER OT: 1. Charlie Paska (Hus); 2. Carl McBurnett (Suz); 3. Charles Maines (Yam).
OTH B: 1. Kreston Snow (Suz); 2. John Collum (Yam).

Heiberger upsets Baylands night MX

By Jerry R. Newray

FREMONT, CA, AUG. 5

For the first time this year, Baylands saw a touch of cold weather show up for their Wednesday night MX races. The fact that the chilly weather came only made for some of the hottest ground pounding and dirt burning MX to hit the Baylands course. With that in mind, Jerome Heiberger of San Jose proved to be the biggest upsetter of the night. Heiberger showed the fans that it's not always the big Yamaha that take the 250cc Pros, but in fact, his Can-Am ride was the strongest of the evening.

In the first moto, Heiberger jumped into the lead with the help of a super holeshot followed by a group of Yamaha that were breathing down his back. All through the first two laps; Heiberger maintained his slim lead only to be followed by the strongest rider at Baylands, Shawn McConn and his Yamaha, and also by Troy DeHerrera aboard yet another Yamaha.

Knowing that he would need a bunch of room in order to win, Heiberger shot down the straights and blazed through the high banked turns and found the perfect groove around the track while trying to buy himself enough space to take the checkered flag. A truly great fight for second took place as McConn and DeHerrera fought like cats and dogs with McConn finally breaking loose. He made a super bid to take the Heiberger's Can-Am only to fall just about a bikelength behind at the checkered flag.

The second moto saw Heiberger race out of the gate and become the only rider in that moto to have clear running to the flag. Some tremendous riding took place behind Heiberger as McConn and DeHerrera took part in one of the best confrontations. McConn would pull ahead on the long straights, and DeHerrera would jump back into second in the short and sharp 180-degree turns. When the checkered flag came out, it was Heiberger taking his second win of the night with McConn taking an overall second with two second place finishes and DeHerrera managing enough points to take the third place monies.

In 125cc Pro, it was Willie Miller who set the crowd to their feet as he took the first moto with some riding that seemed to amaze even the other riders. No matter where Miller took the powerful Suzuki, the rider from Ross managed to increase his lead. The battle for second place consisted of some of Baylands' best riders — Rick Ryan, Kimo Casey, Paul Duchscher and by about two or three more riders. At the end of the moto, it was Miller aboard his Suzuki in first followed by Ryan and his Yamaha with Duchscher taking the third spot.

In the second moto, a slight change occurred as Duchscher shot out of the starting gate followed by a swarm of other riders. Duchscher had no problems handling the Baylands track aboard his Yamaha; the only thing he had to worry about was the possibility of an error in judgement and having his bike take a spill. With the pace becoming very fast, a number of the second and third place riders seemed to falter as Duchscher blazed to victory followed by Miller and Casey. The overall title went to Miller with Duchscher and Casey taking second and third.

With the minis taking to the Baylands course, most of the spectators seemed to sense some of the most exciting racing of the evening. The action started out a very heated competition as Scott Takacs hit a perfect starting gate and jumped into an early lead followed by Jim Williams and his Yamaha. With more and more new faces taking to the smaller classes, Takacs really had a battle on his hands as he dodged back and fourth with Williams and Gary Jervis. When the flag came out, it was wire to wire withTakacs edging out Williams and Jervis.

In the second moto, the finishes were the same with Takacs in first, Williams in second and Jervis in third.

One good last note of the night brought out some of the wily Veterans and Old Timers. One of the bigger surprises at Baylands is the superman of the Veterans Junior Division, Bill Spinola, who rides a Maico and does all the wrenching himself. As a newcomer to the sport, he's learned a lot from watching other riders at Baylands. This week it was Spinola sweeping both motos and by more than half a lap in each. Altogether, this brings Bill's great record to five straight moto wins with a few seconds and thirds. Talking to Bill reveals one of the most intense and popular riders at Baylands, and he intends to start running in the Intermediate classes in a few weeks. •

Results

250 PRO: 1. Jerome Heiberger (C-A); 2. Shawn McConn (Yam); 3. Troy Deherrera (Yam).
125 PRO: 1. Willie Miller (Suz); 2. Paul Dauscher (Yam); 3. Kimo Casey (Yam).
250 INT: 1. Tony Richards (Suz); 2. Ron Schreier (Hon); 3. Kevin Green (Suz).
125 INT: 1. Troy Barazoto (Suz); 2. Rich Wilson (Suz); 3. Tony Richards (Suz).
250 JR DIV 1: 1. Paul Challburk (Kaw); 2. Ron Allen (Yam); 3. Jeff Rom (Yam).
250 JR DIV 2: 1. Tim Henricks (Hon); 2. Jerry Stone (Hon); 3. Dean Sweet (KTM).
250 JR DIV 3: 1. Vic Stoeckmann (Hon); 2. Theo Beinhard (Mai); 3. Mark Steele (Yam).
125 JR DIV 1: 1. Steve Nauman (Hon); 2. Dennis Hannel (Yam); 3. Todd Mitchell (Yam).
125 JR DIV 2: 1. Bob Zamaroni (Yam); 2. Nick Siler (Yam); 3. Derek Chin (Yam).
125 JR DIV 3: 1. George Golling (Suz); 2. George Lagan (Yam); 3. Troy Schain (Yam).
OPEN PRO: 1. Matt Arena (Suz); 2. John Scruggs (Mai); 3 Mark Stirling (Yam).
OPEN INT: 1. Jim Domenighini (Yam); 2. Tom Whittmer (Suz); 3. Eric Von Eurff (Yam).
OPEN JR DIV 1: 1. Bill Willis (Hon); 2. Richard Ramsay (Hus); 3. David Borruso (Suz).
OPEN JR DIV 2: 1. Mike Magann (C-A); 2. Butch Amstutz (Suz); 3. Paul Cummings (Hus).
OT EX: 1. David Lehman (Yam); 2. Rich Lokke (Hus); 3. Duane Spencer (Mai).
OT JR: 1. O.D. Urban (Hus); 2. J.A. Swanson (Yam); 3. Ronald Rydman (C-A).
VET INT: 1. Steve Muscateli (KTM); 2. Hank Wessel (Suz).
VET JR: 1. Bill Spinola (Mai); 2. John Rasor (Yam); 3. Bob Rivenbark (Yam).
80 JR: 1. Bruce Warden (Yam); 2. Albert Berends (Yam); 3. Vince Valeinte (Suz).
80 EX: 1. Chris Plain (Yam); 2. Curt Bissell (Yam); 3. Tony Flores (Yam).
80 INT: 1. Steve Thompson (Kaw); 2. Tyrome Earl (Yam); 3. Todd Donaldson (Yam).
MINIS: 1. Scott Takacs (Yam); 2. Jim Williams (Yam); 3. Gary Jervis (Suz).

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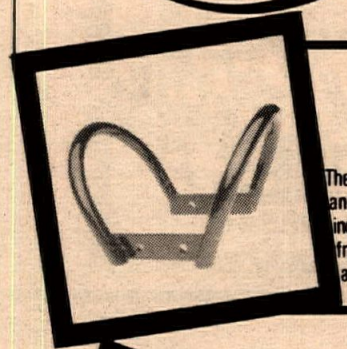

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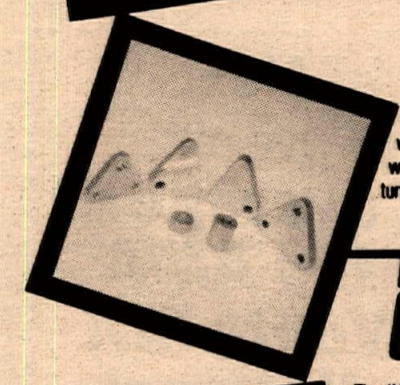

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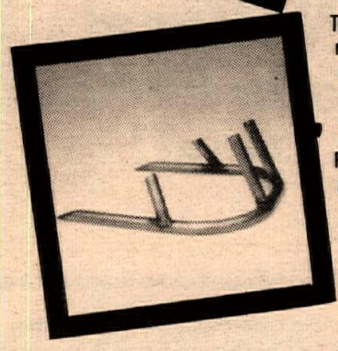

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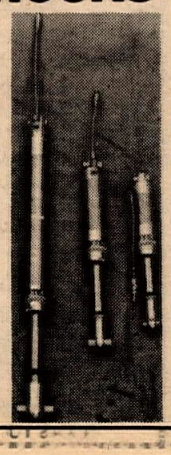
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Central Pipeline

Poovey pummels Outlaw Nat'l. ST

By Frank Harrison
LAWTON, OK, AUG. 23

Billed as the "Oklahoma Outlaw National" by promoter Gary Hancock, the short track at the Lawton Speedway truly lived up to the billing with no less than five winners of National championships present on a quickly promoted event this Sunday night after the Tulsa Half-mile National for the eight-race program with a $2750 total purse and $1000 to the winner.

Practice quickly put a high narrow groove on the red clay bowl, but an overwatered rut developed and to cross over it on the setup for the straightaways was tricky; some tried it high and low but high on the berm was the place to be (there were no fences, but it was hell for leathers when going over the top).

Ex-pro racer J.R. Rawls manned the lights, and the four heat races clicked off with Pete Hames (Kaw), Ronnie Jones, (Suz), Terry Poovey (Hon) and Alex Jorgensen (C-A) the respective winners.

The quick trophy dash was almost too quick with good racing all the way. National winners Jorgensen and Poovey were first and second, but California Novice Hames was right on their tails with Jones in fourth.

The first semi race saw "old timer" Astrodome winner Darryl Hurst of Houston (Yam) quickest, taking a surprising low shot through the first turn followed by Scott Adams and Danny Cartwright who took the high road. Second lap through saw Hurst take the high road clear over the top and return to follow the pack in the rear as Adams took over first, Jone second and Hames third. Jones then put the heat on Adams and drafted him for four laps before slipping out of the narrow groove giving Hames the spot. Adams and Hames jetted way ahead tail to nose to the finish ahead of Jones with Houston's Bubba Rush in fourth.

In the second semi, Jorgensen zapped the field on the start with a big lead as Poovey held second and Kreg Hunt of Oklahoma City followed, Little Rock's John Kocinski in fourth. On lap five, Poovey had worked over Jorgensen and set sail by lap seven. The finish showed Poovey the winner followed by Jorgensen, Hunt and Kocinski.

The main was just as billed — "Outlaw National" with two rows of riders lined up and an enthusiastic crowd remembering the days when Lawton's Fred Nix was number one in the nation. Fred's family in the crowd was as enthusiastic as everyone else.

The start saw Jones get the lead as two riders went over the top of turn one causing a restart. The restart waited while Hames' mechanic ran to the pits for a new master link that snapped just as the start light turned green. Poovey took the second start followed by Adams and Jones into one and two. Jones passed Adams on lap three followed by Jorgensen and Hames. Poovey set sail again, and Hames passed Adams with Jones moving on, too. At the halfway mark, it was Poovey, Jorgensen, Jones and Hames. On lap 13, Hames passed Jones, and the finish was set: Poovey, Jorgensen, Hames, Jones and Adams.

Texans defend home turf at GNC Good Time Nat'l. MX

By Dave Nielsen
WHITNEY, TX, AUG. 8-9

This year's GNC Good Time National MX hosted over 450 entries from 15 states at Lake Whitney Cycle Ranch in central Texas.

The two-day event saw summer championships decided in 25 classes, including two new Stock Motorcycle and six new Beginner divisions. The sandy Whitney course had been well manicured and watered, and overcast skies (rare during August in Texas) helped the track retain its moisture, holding dust to a minimum.

Texan Bryan Abernathy was outstanding in the minibike ranks, throttling his support Yamaha to a convincing win over the 36 Senior Mini finalists. Keith "Tiger" Foytik (Suz, TX) had won the A half of the split first moto and Abernathy the B group, but Foytik was caught mid-pack in the final moto start, and ended up 11th. Arizona's Bryan Bruner, after a third in his first race, gated the final just behind Abernathy and Californian Todd Campbell, but Bruner went down on lap two, leaving Abernathy, Campbell and Greg Thomas of Arkansas out front. Abernathy set his scoot on cruise control, taking a 1-1 first overall and leading a YZ80 train of the top three places. Thomas' 2-3 was good for second ahead of Campbell (4-2), Jason Upshaw (Kaw, 3-5) and Barry Branch (Suz, 2-7).

Westerners Todd Campell and Bryan Bruner came on strong in Stock Mini, with Campbell blasting the first moto while the battle for second ended in a DNF for Abernathy. A last-lap tangle cost Tiger Foytik two places, from second to fourth at the finish. Louisiana's Billy Richard took second in the opener, getting by the Foytik/Bruner duo just before the checkers.

Abernathy came back for moto two and won it going away, but Campbell's solid second clinched the overall for the young man from Anaheim, ahead of fellow Yamahaulers Bruner (3-5), Richard (2-6) and Greg Thomas (8-3). Upshaw (Kaw, 9-4) ended fifth over the snake-bit Foytik (4-9).

Consistency paid off for Texan Steve Gauthier (Suz) in 125cc Expert as he parlayed a 2-2 score into victory over 21 riders. Oklahoma's Chris Swank gassed his RM to a gate-to-flag win in the first moto ahead of Gauthier, Wendell Simmons (Kaw) and Bubba Wilson (Suz), but moto two was a killer. Gauthier got the holeshot with Swank right behind, but this time, Jerry Surber, Jr. was breathing fire from a fifth-place start. Surber (Yam), who thrice bit the dirt in round one to finish fifth, quickly dispatched Simmons and John Holley to move into third. Then, on lap five, Swank disappeared from second, and two laps later, Surber was breathing on Gauthier at the white flag. The two Houston area riders went into the double jumps axle to axle, and Surber jammed Gauthier out of the next corner to come in first and take a 5-1 second overall. Simmons held a fast, consistent 3-3 for third, followed by Suzuki-powered Greg Bonin (9-5) and Wayne Thompson (7-9).

Simmons' showing in the 250cc Expert class was even better, as he took some top dollars from the $2,000 purse, but not without a strong argu-

ment from Texan Tony Nielsen and his twin-shock Honda who kept the pressure on all day. Simmons and his KX were quick off the line, giving him the first moto lead ahead of David Stutts (Yam) of San Antonio and Memphis, TN rider Bubba Wilson (Hon). By the second lap, though, Nielsen passed into second and spent the rest of the race closing the gap on Simmons, who was but a bikelength ahead at the finish.

The final began like a replay of the first round, but this time, Nielsen was knocking on Simmons' door at the halfway point. With two laps to go, Nielsen took a low line in the wide sweeper across from the scoring tower while Simmons stayed on the outside. Coming out of the turn, their lines crossed and all you could see were arms, legs and wheels as they collided and went down hard. Simmons was up and going quickly, and Nielsen restarted seconds later, only to fall again toward the end trying to catch the fleeing Cajun. Stutts got by then to finish second in the moto and overall at 3-2, ahead of Nielsen's 2-3. After the race, Simmons went in to be checked out for pain and discoloration in the shoulder area. It's likely that he rode the last lap and a half with a broken collarbone!

Results

JR MINI BEG: 1. Mike Pascarella (Yam); 2. Damon Bradshaw (Yam); 3. Jason Langford (Kaw).
SR MINI BEG: 1. Eddie Andry (Kaw); 2. Bert Dugas (Yam); 3. Stephen Lee (Kaw).
STOCK MINI BEG: 1. Bert Dugas (Yam); 2. Stephen Lee (Kaw); 3. Jackie Horner (Hon).
125 BEG: 1. Stacy Glenn (Yam); 2. David Smith (Yam); 3. Tim Mandrell (Yam).
250 BEG: 1. Joe Spencer (Yam); 2. Jeff Atwood (Yam); 3. Ricky Rollins (Yam).
OPEN BEG: 1. Jim Davis (Hon); 2. Mark Nordin (Yam); 3. Terry Ellstrom (Mai).
TEENY MINI: 1. Colin Edwards (Suz); 2. Crispy Vreeland; 3. Chris McCall (Suz).
JR MINI: 1. Ron Tichenor (Yam); 2. Shane LeBlanc (Yam); 3. Shaun Wooten (Kaw).
SR MINI: 1. Bryan Abernathy (Yam); 2. Greg Thomas (Yam); 3. Todd Campbell (Yam).
STOCK MINI: 1. Todd Campbell (Yam); 2. Bryan Bruner (Yam); 3. Billy Richard (Yam).
MINI MINI: 1. Mike Pascarella (Yam); 2. George Vonder Bruegge (Yam); 3. Junior Jackson (Yam).
100: 1. Daniel Schmitt (Kaw); 2. Greg Thomas (Yam); 3. Wesley Wiggins (Yam).
OVER 30: 1. Tony Schertz (C-A); 2. Jerry Morrison (Suz); 3. Hector Bautista (Hon).
125 STOCK: 1. Ray Dawson (Yam); 2. Aaron Branch (Suz); 3. Kent Elliff (Suz).
125 NOV: 1. Morris Troxell (Kaw); 2. Aaron Branch (Suz); 3. Bobby Geckler (Suz).
125 INT: 1. Mike Brown (Suz); 2. Ray Dawson, Jr. (Yam); 3. Gary Sanders (Suz).
125 EX: 1. Steve Gauthier (Suz); 2. Jerry Surber, Jr. (Yam); 3. Wendell Simmons (Kaw).
250 STOCK: 1. Mike Foytik (Suz); 2. Jody Descher (Suz); 3. Walter Moss (Suz).
250 NOV: 1. Skipper Beavers (Suz); 2. Jimmy Hill (Yam); 3. Rick Ware (Yam).
250 INT: 1. Woody Atwood (Yam); 2. Tommy Barber (C-A); 3. Ed Kubitz (Yam).
250 EX: 1. Wendell Simmons (Kaw); 2. David Stutts (Yam); 3. Tony Nielsen (Hon).
OPEN INT: 1. Delbert McDonald (Yam); 2. Steve Cardwell (Yam); 3. Tim Green (Hon).
OPEN EX: 1. David Stutts (Yam); 2. Tony Carruth (Mai); 3. Wes Guy (Hon).
JR 3-WHEELER: 1. Ray Prothro (Suz); 2. Mark Myatt (Hon); 3. Jackie Horner (Hon).
OPEN 3-WHEELER: 1. Bobby Poe (Hon); 2. Buddy Rowland (Hon); 3. Kenny Templeton (Hon).

Texas Fall AMA Series preview

By Charlie Wiese

AUSTIN, TX, AUG. 23

Tommy Connors Racing (TCR), in a combined effort with the AMA, is promoting and sanctioning the upcoming Pro-AMA Regionals, a four-race, two-day race series to be held in the heart of Texas. The series could be described as a who's who in Texas motocross; however, with the pre-entries flowing in from all over the country, the series becomes more than a "run what ya brung" effort. The two-day events, with the Pros running on Saturday and the Amateurs on Sunday, are attracting talented young riders interested in valuable qualifying points that will gain them recognition as professionals and amateurs from many of motocross' biggest supporters.

Competition never had it better with berm busting action scheduled for four of Texas' finest race facilities. One of Texas' up-and-coming MX circuits, Burleson MX Park on Sept. 5-6, will be the first stop as riders bend it back on the newly formed jumps and turns. With the removal of a strategic tree or two or three, Burleson has become even faster than before, and with the safety first attitude of Chester C., Burleson MX now provides all the elements that make Texas MX what it should be — fast, furious and fantastic.

Rio Bravo MX is the second stop in the competitive series and Rio Bravo, without doubt the finest natural terrain course in the series, deserves all the praise and compliments it receives, and requires little introduction to Texas turf testers. Rio's "Red Man" promises excellent track conditions. Mother Nature permitting, of course. Pray for dry weather, 'cause when it rains at Rio, it rains.

Third in the series is TCR's Austin MX Park on Sept. 19-20. With super sand, Austin should provide riders and spectators alike with some serious, close-encounter racing that motocross mania people crave. The capitol city should, as usual, provide some super spectating combined with the youthful superstars of AMA motocross, so the out-of-state riders have something to look forward to.

Putting the final touches on the AMA fall series will be another of Texas' finest natural terrain-type courses, Lake Whitney Cycle Ranch. Whitney, as it is more commonly known, is under new management and "The Ram" is bringing new blood to revive one of the old favorites of Texas motocross and the southwest. Out-of-state riders who enjoy a challenge look forward to Lake Whitney and the conclusion of the series.

Quickly reviewing the competition for those who need it, 125cc Pro riders can look forward to seeing such notables as "Flyin' Bryan" Taylor, who pilots with precision; "Magic" Mike Clements, whose holeshots mystify gravity; and "Too Tough" Tim Butler, who's out to make his mark on the competition.

The 250cc Pros will push themselves to outer limits with classic duels expected. It could be a show of shows when Kurt "The Doughboy" Spencer, Darren "Spoiler" Rhoten, Nick "The Stick" Cordova, Monte Anderson, Dennis "Skylab" Hawthorne and young Bryan Taylor bend it back for big bucks and lots of valuable AMA points.

Open Pro action also has its share of talent without dropping any names. Kurt Spencer, Derek Wedding, "Gassin' Glen" Goodier, Kevin Horton, James Latimer and Russell Miksch will be in the fast lane and/or spotlight of the Open Pro events.

Superstars aren't limited to the money classes. Kelly Glenn, fresh off his Spring Series victory, will go for gold in Open Intermediate wars. Mike Foytik, who's as quick as a cat, will give the 250cc Intermediate riders all they want, with Greg Williams applying pressure to Glenn and Williams in each of their respective classes.

Other fearless leaders in Amateur competition include the Marek brothers Cody and Stacy; "Mr. Mini Bike," Bryan "Boom Boom" Abernathy; Brent "Stud Duck" Carrizales; "Kool" Ken Fox; James Baldridge; Tommy Hudson; the "Old Man," "Quick" Billy Click; and David Hubbard, all of whom were top do-or-die contenders in the Spring series. ●

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AMA

CORONA RACEWAY

6th Annual

LABOR DAY GP

MONDAY
SEPT. 7

GATES OPEN 6:30
PRACTICE (0-125) 8:00
PRACTICE (250-300) 8:30
ALL 1-100's & Women 9:15
125-250-500 PROS 10:15
ALL VETS 11:15
ALL 250's 12:30
ALL 500's 1:30
ALL 125's 2:30
TEAM RACE 3:45

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CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

9/13 Syracuse, NY/M
9/20 San Jose, CA/M
9/26 Gardena, CA/H-M

AMA Superbike Road Race Series

9/13 (Pro-Am) Kent, WA
10/4 (Pro-Am) Daytona Beach, FL

AMA Supercross Series

11/14 San Diego, CA

Trans-USA MX Series

9/20 Lexington, OH
9/27 Buchanan, MI
10/4 New Berlin, NY
10/11 Houston, TX
10/18 Sacramento, CA

AMA National Enduro Schedule

Western Region

10/25 125-mi. Nat'l. Mt. Baker M.C. Bellingham, WA 206/733-1694
11/1 100-mi. Nat'l. Checkpoints M.C. Whittier, CA 213/691-4186

Central Region

9/13 100-mi. Nat'l. IN/IL/KY Enduro Riders Assn. Evansville, IN 812/867-2937
11/8 100-mi. Nat'l. Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

National Drag Race Schedule NHRA/NMRA

9/5-7 NHRA U.S. Nat'ls. (Top Fuel & Sup. Elim.) Indianapolis, IN
10/3-4 NMRA U.S. Nat'ls. Atco, NJ
10/17-18 NHRA Winston World Finals (Top Fuel only) Orange, CA

AMA/Dragbike!

9/5-6 Cicero, NY
9/19-20 Columbus, OH
10/24-25 Jackson, TN
11/28-29 Gainesville, FL

IDBA

9/12-13 Houston, TX
10/10-11 Gulfport, MS

AMA/Dragbike! Western Championship Series

10/24-25 Las Vegas, NV
11/14-15 Tucson, AZ

Battle of the Twins National Championship Road Race Series

10/3-4 Daytona Beach, FL
3/82 Daytona Beach, FL (Nat'l. Final)

SCORE Race Schedule

9/25-27 SCORE Off Road Championship Sears Point Int'l. Raceway, Sonoma, CA
11/3-6 Baja 1000 Baja California, Mexico

AMA/ATA National Trials Series

9/5 Washington
9/6-7 Oregon
10/3-4 Illinois

World Championship Endurance Race Series

9/6 Mugello, Italy
9/27 England

World Championship Trials Series

9/6 Finland
9/13 Sweden
9/20 Czechoslovakia
9/27 West Germany

Other Major Events Abroad

9/5 Individual World Speedway Final Wembley, England
9/6 Trophee des Nations (250cc) Belgium
9/13 Motocross des Nations (500cc) West Germany
9/13 Solo World Grass Track Final Lussac, France
9/19-20 Bol d'Or Endurance Race Paul Ricard, France
9/20 World Long Track Final Gornja Radgona, Yugoslavia
9/27 Coupe des Nations (125cc) Italy
10/5-10 ISDE Isle of Elba, Italy

National Road Runs

9/5-7 AMA Nat'l. Championship Poker Run Defiance, OH
9/5-7 Three Flags Classic Tijuana, Mexico – Vancouver, Canada
9/30-10/3 Aspencade Motorcyclist Convention Ruidoso, NM
10/11 Eastern Timed Road Run Holden, LA
11/28 CYCLE NEWS B-to-V Poker Run Barstow, CA Las Vegas, NV

EVERY WEEK

Tuesday

AMA SPEEDWAY
Ventura Raceway, Ventura County Fairgrounds, Ventura, CA. N on 101 to California St. Div. 1-3. Gates open 7 p.m., race 8. Entry $7 riders, $5 mechanics, watch $4.50. Raceway Promotions. Info 805/985-5433 (Jim Naylor).

MINICYCLE RACES
Richmond Rod & Gun Club, 3155 Goodrick Ave., Richmond, CA. 100cc max., 17" wheels, riders must be at least 18. A/B/C/OT/PP classes + special club & 4-stroke races. Contingencies. Race 7 p.m. Entry $5, watch $2. Info 415/235-7322, 7447 (Stan).

Wednesday

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Show Fairgrounds, San Bernardino, CA. I-10 to 15E turn-off. Div. 1-3, $1225 guaranteed purse + $250 pt. fund or 30% gate. Free programs, parking; preferred parking avail. ($1 N end). Gates open 6:30 p.m., race 8. Entry $7 rider, $5 mech. American Raceways, Inc. Info 213/446-2241, 0969 (K. Rutherford), 714/884-4092 (track), 889-4554 (ticket booth).

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to Junction 117, E 5½ mi. (end of Brown Field Airport). All classes + 3-wheelers & go-karts. Merchandise awards & trophies every night. 150% Pro p.b. Coca-Cola stadium-type track. Sign up 4:30 p.m., prac. 6-7, race 7:30. Entry $12. Info 714/690-6414.

Thursday

CALIFORNIA

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. All classes inc. complete div. of Vets & OT. Challenging 5/8-mi. course, clean pits, good lighting, permanent restrooms & snack bars, free parking & grandstands. 30% trophies + Pro p.b. CMC lic. req., avail. @ track. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

R.A.C.E. MOTOCROSS
Orange County Int'l. Raceway, Irvine, CA. I-5 @ Sand Canyon Ave. or I-405 @ Irvine Center Dr. to Sand Canyon. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $7, non-memb. $9 (memb. not req.), Pros $15, watch $4, jrs. $3, under 12 $1. Info 714/552-5511 (Steve Crosby).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S&S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50—Open, separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

Friday

CALIFORNIA

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. San Diego Fwy. (405) to Newport Fwy. (55) S, rt. on Fair. Div. 1-3. Free parking & programs. Gates open 6:30 p.m., racing starts 8. Adult admission $5. International Speedway. Info 714/492-9933.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini—Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50, S on Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

D-36 SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. Hwy. 99E & Gage-Shippee Rd. exit. Mini—500, Sptsmn. & Semi-pro, cushion surface. AMA & D-36 rules enforced, Class C trac. & full leathers req. Gates open 5 p.m., prac. 7, race 8. Entry $8, Semi-pro $4, 2nd bike $6. Moural Associates. Info 916/342-0063 (Lowell/Eliz. Moural).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $11, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini—750s, trophies & $. Gates open 6 p.m., prac. 6:30, race 8:30. Entry $6, Pros $10. Info 214/357-5058 (Bob Bagwell).

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini—Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee—Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3991 (after 5 p.m.).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission $5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. Info 213/672-1814.

September 4

D-36 SHORT TRACK
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit (Stuhr Rd.) to Hills Ferry Rd. Labor Day special Mini, Am., Semi-pro. Info 408/463-0548 (Lionel Nunes).

SAND HILL RANCH MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 1-hr. race. Gates open 5 p.m., 250 class sign up 5:30-6:30, race 7-8; 200 class race 8-9; Open 9-10. Entry $12, watch $4. Info 415/798-5695, 634-3328 (Tom Anderson).

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, 100% Pro p.b. Sprmp 6 p.m., prac. 7, race 8. Entry $10, Pros $15. AME lic. req. Info 213/881-5778.

September 5-6

D-37 HOPETOWN GRAND PRIX
Indian Dunes, Valencia, CA. All classes inc. 4-strokes, hacks, ATC/Ody. No O/N camping. 1st race 8 a.m. ea. day. Mail entry (closes 8/28) $20, post $25. Mail entries w/2 legal size SASE & photo copy of rider classification to: Dirt Diggers M.C., 4601 W. Imperial Hwy., Inglewood, CA 90304. 213/671-9067.

CALIFORNIA SUPERBIKE SCHOOL
Laguna Seca Raceway, Monterey, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $130, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

OT/OTHG NATIONAL CHAMPIONSHIP
Reno, NV. Hwy. 395 limed N of town. Open to recognized OT, OTHG & families only. Prac. 7 a.m., race 9 both days. Entry $25. Nevada OT/Sierra OTHG. Info 702/331-1846 (Jack Hartman).

STEVE STACKABLE'S MOTOCROSS SCHOOL
Wolf Creek, Dallas/Ft. Worth, TX. Contact Pop or Steve for more details, private instruction avail. Steve Stackable's Motocross Schools, 1106 South 8th St., Austin, TX 78704. 512/443-2717, 441-5336.

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60—Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

TEXAS PRO-AMA REGIONAL MOTOCROSS SERIES
Burleson MX, Dallas/Ft. Worth, TX. Pros run Sat., Semi-pro event Sun. TCR Promotion. Info 512/837-6262, 1-800/252-9722 (toll-free TX line).

September 5

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 7, race 8. Post entry $10, Pros $15. AME lic. req. Free O/N camping. Info 213/881-5778.

CMC NIGHT MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 N to 269 Hwy., signs to town; I-5 S to 198 Hwy., E on 269 to town. All classes, 30% trophies. Gates open 4 p.m., prac. 7, race 8. Entry $10, Pros $15. Free O/N camping. Info 209/945-2664 (Rick Worth).

OKLAHOMA MOTOCROSS SCHOOL
Motorcycle Raceways, S.E. 59th & Douglas, Oklahoma City, OK. Starts 10 a.m. Instruction by Trey Jorski & Alvin Myers. Entry $20. Pre-registration requested. Info 405/942-3607.

September 6-7

D-36 LABOR DAY MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes; 2 Sptsmn. motos Sun., 1 Mon., all Pros race Mon. Dbl. Ex. pts., lots of trophies. 100% Pro p.b., '81 Maico 440 Mega 2 given away to top Nov. or Jr. BBQ Sat. night, live band Sun. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 8:30 Sun., race 7:30 Mon., no prac. Entry $20, 2nd bike $10, Ex. $30, park fee $5, watch $10 both days, $6 for 1. Info 916/678-3592 (Buel Campbell).

September 6

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

8TH ANNUAL WESTWOOD MOTOCROSS
Westwod, CA. In Lassen County off Hwy. 36 btwn. Red Bluff & Susanville. All classes, special dinosaur class & rear wheel contest. 100% p.b. to srs. Lots of water, elevation 5200', no cards req. Sign up 7-9 a.m., prac. 8-9:30, race 10. Entry $15, srs. $20. Info 916/256-3232, 3701 (Eddie Egyed).

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

CRC MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. About [illegible] mi. N of town on I-15 [illegible] @ Palm Ave., turn left [illegible] show signs. All classes, 2 [illegible]s ea. Cash p.b. to Pros, [illegible] brass to Sptsmn. Gates open 7 a.m., prac. 8, race 9:30. Entry $10, Pros $15. CRC memb. req. Info 213/830-7519.

D-28 MOTOCROSS
Mt. View Cycle Park, Sandy, OR. Entry $9, Prog. Pro $14, (100% p.b.). Admission $4, 7-11 & Sr. citizens $2. Info 503/668-6990.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

SAND HILL MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Info 415/634-3328 (Tom Anderson).

ADRA SNOWFLAKE 100
Heber Nat'l. Forest, AZ. All classes inc. OTHG & Dinosaur, 30% trophies, start & finish pin, insurance, decal. 100 mi. new course, elev. 6500 ft., 5 bikes start every 30 sec., approved working spark arrestors req., limited jetting Sat. Mini race 8 a.m., big bikes 10, ATC 2. Pre-entry $27, Ex. $32, non-memb. add $5, post add $5; Mini/Trail/OTHG/Dino $17, 1st time pre-entry $15. ADRA, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

WOODSIDE MOTOCROSS
Sandpoint, ID. 5 mi. N of town. 60-Open inc. Over 30 & Beg.; 30% trophies, 100% Pro p.b. Natural terrain, good dirt, no rocks, grass pits & infield. No camping on grounds, avail. nearby. Gates open 8 a.m., prac. 9-10, race 10:30. Entry $9, Pros $15, watch $2.50. Woodside Motocross Club. Info 208/263-4587 (Ernie Schoeffel).

MOSIER MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

ARRA ROAD RACE
Willow Springs Raceway, Rosamond, CA. N on Hwy. 14 to Rosamond exit, left 5 mi. to track. BS/Prod./SS/GP & Classics. Running track backwards today (counterclockwise). Gates open 7 a.m., prac. 8:30, race noon. Post entry $30 1st,

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QUALIFIER SCHEDULE:

SEPTEMBER:	OCTOBER:
6—Sun. CRC MX...Arroyo Cycle Park...San Bern.	2—Fri. Nite R.A.C.E. MX..Corona Raceway..Corona
9—Wed. Nite.....Speedway 117.....Chula Vista	4—Sun. CRC GP.....Indian Dunes.....Valencia
11—Fri. Nite CRC MX....Indian Dunes....Valencia	4—Sun. IRA MX...Arroyo Cycle Park...San Bern.
13—Sun. CRC MX.....Saddleback.....Orange	4—Sun. CMMC MX.....Barona Oaks.....Ramona
13—Sun. CRC GP...Arroyo Cycle Park...San Bern.	9—Fri. Nite CRC MX....Indian Dunes....Valencia
18—Fri. Nite R.A.C.E. MX.Corona Raceway.Corona	11—Sun. CRC MX.....Saddleback.....Orange
20—Sun. CRC MX.....Indian Dunes.....Valencia	18—Sun. CRC MX.....Carlsbad.....Carlsbad
20—Sun. CMMC MX....Barona Oaks....Ramona	23—Fri. Nite CRC MX....Indian Dunes....Valencia
20—Sun. CRC MX.....Carlsbad.....Carlsbad	25—Sun. CRC MX.....Saddleback.....Orange
23—Wed. Nite.....Speedway 117.....Chula Vista	
25—Fri. Nite CRC MX....Indian Dunes....Valencia	
27—Sun. CRC MX.....Saddleback.....Orange	

INFO: (213) 830-7519
Coca Cola Supercross Finals — November 14th. Tickets now available at Select-A-Seat and Ticketron.

CALIFORNIA RACING CLUB
CRC BANDIDO G.P. 1981
Arroyo CYCLE PARK
SEPT. 13th
GRAN PRIX
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ITA Trials }
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
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90650
213-868-8112

R.A.C.E.
SCHEDULE

THURS	Sept. 3	MOTOCROSS	O.C.I.R.
THURS	Sept. 3	ODYS,3 WHLRS	Corona
FRI	Sept. 4	MOTOCROSS	Corona
MON	Sept. 7	GP	Corona
WED	Sept. 9	FLAT TRACK	Corona
THURS	Sept. 10	GP KARTS	Corona
THURS	Sept. 10	MOTOCROSS	O.C.I.R.

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AMA D-38 PRESENTS
Desert Races
Sept. 13
Short Course Scrambles & Team Race
Oct. 4
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Details in Calendar Section
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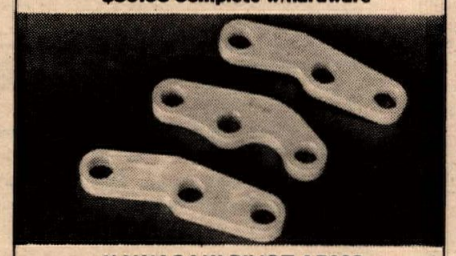

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AMA Sanctioned
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Stadium Motorsports Corporation
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$15 ea. add'l., gate $5. Lic. avail. @ track. Info 805/966-5700 (Earl Smith).

September 7

LABOR DAY GRAND PRIX
Corona Raceway, Corona, CA. Mini-500 + Team, Vets, Women. 100% finisher pins, 25% trophies, 100% Pro p.b. 7-mi. course, silencers/3 # plates req. Gates open 6:30 a.m., 1st prac. 8, race 9:15. Mail entry $15, Team $10 ea. (must send entries together); post $22, Team $12. Corona Raceway, PO Box 388, Corona, CA 91720. Info 714/689-1913, 735-1705.

September 9

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & TT. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

September 11

INDOOR MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, CA. Buy or sell new or used bikes/parts/accessories. Open 6-11 p.m. 8x10 space $15, prime locations $25. Reservations must be made in advance. R.G. Canning, PO Box 400, Maywood, CA 90270. 24-hr. info 213/588-0763.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, run [illegible] Int'l., Mini & ATC/Ody[illegible]s. Prac. 7 p.m., race [illegible]ry $10, Pros $15. CRC me[illegible]. req. Info 213/830-7519.

September 12-13

STEVE STACKABLE'S MOTOCROSS SCHOOL
Austin MX Park, Austin, TX. Contact Pop or Steve for more details, private instruction avail. Steve Stackable's Motocross Schools, 1106 South 8th St., Austin, TX 78704. 512/443-2717, 441-5336.

IDBA/MMA NATIONAL DRAG RACE
Baylands Raceway, Fremont, CA. Brackets to Top Fuel, $5000 guaranteed purse, $1750 TF purse. Gates open 8 a.m. both days. Info 916/442-4727.

AMA/KAWASAKI AMATEUR WESTERN REGIONAL MX CHAMPIONSHIP
Riverfront Park, Marysville, CA. 40 mi. N of Sacramento on Hwy. 70, park entrance on 1st St. btwn. E & F St. Mini/Vet/OT/Nov./invited Am. Ex. race Sat.; Semi-pro Ex./invited Am. Ex./Int./Women race Sun. Free camping, no pit riding, Parts in the Pits. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Semi-pro $20, watch $4, 6-12 $1. Info 916/695-2727, 2088 (Charlie Sexton).

TEXAS PRO-AMA REGIONAL MOTOCROSS SERIES
Rio Bravo, Houston, TX. Pros run Sat., Semi-pro event Sun. TCR Promotion. Info 512/837-6262, 1-800/252-9722 (toll-free TX line).

September 12

SAND HILL NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Mini-Open, no cards req. Mini race 6-6:45 p.m., 250s 7-8, 200s 8-9, Open 9-10. Info 415/634-3328 (Tom Anderson).

SUNRISE MX SCHOOL & NIGHT MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. School starts @ noon, free camping. Info 714/245-7339, 246-6109.

PHOENIX NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1 1/2 mi. W of 99th Ave. & Carefree Hwy. Beg.-Ex., 100% p.b. Gates open 3:30 p.m., prac. 5:30. Entry $10/$14. Info 602/931-3698 (Bob Dean).

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

September 13

COLORADO STATE TT CHAMPIONSHIP
Berthoud, CO. 40 mi. N of Denver on I-25, take Berthoud exit, S on service rd. 1 mi. 80-500 B class, trophies; 80-Open A class, 100% p.b. Gates open 9 a.m., prac. 11, race noon. Entry $10 B, $13 A. Valley Dirt Riders/SRAC. Info 303/427-4715, 8025 (James Jaudon).

CRC GULLY WHOMPER FAMILY ENDURO
Lucerne Valley, CA. All classes, CRC pts., 20% trophies. Three 35-mi. loops, no late pts. on 1st loop 2 & 3 loop riders. Start 7 a.m. Mail entry $16, post $19, non-memb. add $4. Mail entries & 2 legal size SASE to: CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114 (days).

CRC BANDIDO GRAND PRIX
Arroyo Cycle Park, San Bernardino, CA. About 10 mi. N of town on I-15E, off @ Pal[illegible] Ave., turn left & follow [illegible]s. All classes, ea. races [illegible] min. CRC GP pts., fini[illegible] pins, 20% trophies, [illegible] to Pros. O/N parking [illegible] Mail entry $16, post $20. [illegible] memb. req. Mail entries w/2 legal size SASE to: CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114 (days).

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

D-36 MOTOCROSS
Livermore Valley Stadium, Livermore, CA. On Wente Rd. off N. Livermore Ave. All classes inc. PP, OT & Vets, special Beginner's class, all displacements. New course, underground sprinklers, no Semi-pro. AMA & D-36 cards req., avail. @ track; silencers, D-36 #/letters/colors req. No rider medi. insur. Gates open 6:30 a.m., sign up 7-8:30, prac. 7:30-8:30, race 9. Entry $12, Minis $10, Beg. $8, watch $2.50. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% Sptsmn. trophies, p.b. to Pros. Gates open 7 a.m., prac. 8, race 9. Post entry $10, Pros $13. AME lic. req. Info 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

CRC MOTOCROSS
Saddleback Park, C[illegible]ge, CA. All classes, 2 m[illegible] each. Cash p.b. to Pr[illegible]% brass to Sptsmn. [illegible]ry $10/$15 Pros. Gate[illegible] 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69), Exit 113 go E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to town to Broadway exit into riverbed. All classes, 30% trophies, 100% Pro p.b. Concessions, free camping. Sign up 7-8:30 a.m., prac. 8:30. Entry $10, Pros $15. Info 805/937-6171 (Gene Dunne).

DRAG RACE HILL CLIMB
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off-ramp. Mini-Open, Stk. & Mod. Super drag hill. Sign up 7-9 a.m. Entry $10. Info 714/653-5840 (eve.), 7979 (weekends).

D-36 ELKS & RAMBLERS BENEFIT HALF-MILE
Salinas Rodeo Grounds, N. Main St., Salinas, CA. For benefit of CA/HI Elks' Handicapped Children Fund. 80-Open, dbl. Ex. pts. Class C traction, full leathers, AMA & D-36 cards req. Rear wheel contest, YZ125H giveaway, trophy to best looking rider & machine. Gates open 7 a.m., pit gates open 7-10, prac. 8-11, race noon. Entry $10, watch $4.50, 7-12 $1.50, military w/ID & sr. citizens 1/2 price. Info 415/969-1682.

3RD ANNUAL BIKER ART SHOW & BENEFIT CONCERT
Whiteman Airport, 12653 Osborne St., Pacoima, CA. Custom/Street Custom/Running Rats/biker art + live entertainment inc. Victor McLaglen Stunt & Drill Team, live rock bands. Gates open 11 a.m. Tickets avail. @ Ticketron, $7.50, $9 @ gate, under 12 free. Send or bring entries to Chubbuck's H-D Pasadena, 1361 E. Walnut St., Pasadena, CA 91106. Info 213/792-1300, 684-2779.

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes welcome. AMA Prog. Pro & D-37 MX pts. Free O/N camping. Entry $9, Pros $15. Purse 80% up to $1200. No memb. req. Info 714/245-7339 (Nick Brajevich).

September 18

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $120, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, 100% Pro p.b. Sign up 6 p.m., prac. 7, race [illegible]ntry $10, Pros $15. AME lic. req. Info 213/881-5778.

September 19-20

TEXAS PRO-AMA REGIONAL MOTOCROSS SERIES
Austin MX, Austin, TX. Pros run Sat., Semi-pro event Sun. TCR Promotion. Info 512/837-6262, 1-800/252-9722 (toll-free TX line).

STEVE STACKABLE'S MOTOCROSS SCHOOL
Houston, TX. Contact Pop or Steve for more details, private instructions avail. Steve Stackable's Motocross Schools, 1106 South 8th St., Austin, TX 78704. 512/443-2717, 441-5336.

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60—Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

September 19

AFM NEW RIDER SCHOOL/OPEN PRACTICE
Riverside Raceway, Riverside, CA. Hwy. 60 E of town to Day St. exit, rt. to track. Open to all AFM classes. Gates open 8 a.m., closes 4:30. Entry $50 all day, watch free. Info 714/523-3892 (Harry Bresach).

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open seven days. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5840, 7979.

SAN DIEGO QUALIFIER SUMMER SERIES

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 7, race 8. Post entry $10, Pros $15. AME lic. req. Free O/N camping. Info 213/881-5778.

BUGS IN YOUR TEETH FESTIVAL
Santa Clara County Fairgrounds, San Jose, CA. Custom bike show, m/c dealer show, flea market, live music, prizes, refreshments, 2 shows by Ray Nelson. 10x10 flea market space $10, admission $5, under 12 $2.50. Info 408/370-1177.

CMC NIGHT MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 N to 269 Hwy., signs to town; I-5 S to 198 Hwy., E on 269 to town. All classes, 30% trophies. Gates open 4 p.m., prac. 7, race 8. Entry $10, Pros $15. Free O/N camping. Info 209/945-2664 (Rick Worth).

Road Runs

September 5-7

10TH ANNUAL KRAUSER RALLYE
Munich, West Germany. Fast-paced, 500-mi. excursion through Germany, Austria, Italy & Switzerland. Riders divided into 15 groups; assembly accompanied by Rallye van, 8 cars, 2 support vans & 1 ambulance. Krauser USA, 6909 216th Southwest, Lynnwood, WA 98036. 206/771-8865 (Gary Bixler).

September 10-13

MEET ME IN ST. LOUIS TOUR
St. Louis, MO. Poker run, field events, observation run, bike show, tours, swimming, tour pins, patches, attendance prizes & trophies. Dinner & dance 9/12. AMA-sanc. Pre-entry $20, post $23; non-AMA memb. $23/$26. St. Louis Street Riders, c/o Tom Russell, President, 2848 Osage, St. Louis, MO 63118. 314/351-8365.

September 19

MUSCULAR DYSTROPHY BENEFIT POKER RUN
Ranuio's Stockton Harley-Davidson, 3200 N. West Lane @ Alpine, Stockton, CA. From I-5 or Hwy. 99, take Hammer Ln. to West Ln., 90 S. All profits go to Muscular Dystrophy Assn. $2000 in cash prizes, trophies, pins. Sign in 7:30-11 a.m. Entry $10. Ranuio's Stockton H-D/Port Stockton M.C. Info 209/464-4753 (Chris Ranuio).

October 4

STREET POKER RUN
Honda of Pasadena, 2480 E. Foothill Blvd., Pasadena, CA. 150 mi. scenic of desert & mtn. hwys. Prizes for hi & low poker hands + surprise prizes. Start from 8-10 a.m. Entry $5. United Enduro Assn. Info 213/614-3593 (days), 968-6856 (eve., C. Christian).

October 17-18

GLIDERS 2ND ANNUAL OVERNIGHTER
Yuma County Fairgrounds, Yuma, AZ. Metal run pins, trophies, beer & soda. Field events, dance, camping, breakfast & dinner. Mail entry $8.50. Gliders M.C., 3726 West 3rd Place, Yuma, AZ 85364. 602/783-9534.

October 24-25

10TH ANNUAL GRIFFITH PARK SIDECAR RALLY
Crystal Springs area, Griffith Park, Los Angeles, CA. Movies by Clyde Earl, Sun. picnic, prizes. O/N camping to all registered. Certificates, Rally history booklet w/ea. entry. Entry $5/vehicle, guests & spectators free. Doug Bingham, Side Strider, Inc., 15838 Arminta St., Unit 25, Van Nuys, CA 91409. 213/780-5542.

October 25

CCMA LOS PADRES POKER RUN/CRAIG VETTER HIGH MILEAGE CONTEST
Templeton, CA. U.S. 101 N or S, exit on Las Tablas Rd., left on Florence St. to Templeton Park (limed). Mileage contest open to all sizes of street legal prod. m/c, 400-rider limit, $600 prizes & trophies. Entrants must enter poker run. Beautiful coastal rds. & scenery along Hwy. 1. Reg. 9 a.m.-noon. Entry $7.50 poker run (inc. BBQ), $2.50 mileage contest. Central Coast M/C Assn. Info 805/543-8126 (Paul Peterson).

June 29-Oct. 2

GUIDED BACKCOUNTRY TRAIL RIDES
Zeke's Backcountry Fraternal Assn., 1853 San Larue, Twin Falls, ID 83301. Adventures from 1 day to 2 weeks, no repetition of routes. Limited first-come, first-served reservations; now booking. Annual memb. $100, daily registration $25. Info 208/733-1315 (Zeke Miller).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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$10,000.00
TROPHIES & PRIZES
EVERYONE CAN WIN!
5 RACE SERIES
Aug. 9-23 Sept. 13-27 Oct. 11
AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
SANCTIONED
INDIAN DUNES
PRO PURSE $1,500
•• AUG. 9—SEPT. 13—OCT. 11 ••
Entry Fee PRO $20 SPORTSMAN $10
AUG. 23—SEPT. 27 100% Payback
Entry Fee Pro $15 Sportsman $10
GIFT CERTIFICATES FOR SPORTSMAN ALL 5 RACES
3 Foot First Place OCT. 11th
AME
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Resdeda, Ca. 93535
213-881-5778
Membership required
100% P/B to Pros
30% trophys
Gates open 7am
Prac. 8am
1st Race 9am
INDIAN DUNES

Sunrise Valley Cycle Park
NIGHT MOTO X
Starting Sat. Night Sept. 12th, every 2nd & 4th Sat. of the month prior to A.M.A. Sunday Race. FREE camping Sat. night.
Stay over & race Sunday.
Sunrise Valley Cycle Park
Adelanto, Calif.
(714) 245-7339 ★★★★★★
★★★★★★ (714) 246-6109

Sunrise Valley Cycle Park
MOTO X SCHOOL
Starting Up Every 2nd & 4th Saturday of each month preceding each Sunday MX
Start 12:00 Noon
Sunrise Valley Cycle Park
Adelanto, Calif.
(714) 245-7339 ★★★★★★
★★★★★★ (714) 246-6109

Sunrise Valley Cycle Park
Adelanto, Calif.
Moto-X racing 2nd & 4th Sunday each month—
2nd Sunday Dist. 37 Points Race
4th Sunday Open Racing
$10 Sportsman — 30% Trophies Same Day
$15 Expert — Cash Payback
50% trophies to Mini & Vet
Free Overnight Parking
Gates open 7 a.m. Practice 8 a.m.
1st Race 9:30 a.m.
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Sept. 4-13-18-27
INDIAN DUNES
Sept. 5-19
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA 213/881-5778

CRC RACE SCHEDULE
SEPT. 6 — MOTOCROSS
Arroyo-San Diego Stadium Qualifier
SEPT. 9 — MOTOCROSS
Speedway 117 — Chula Vista
San Diego Stadium Qualifier
SEPT. 11 — MOTOCROSS
Indian Dunes — Friday Night
San Diego Stadium Qualifier
SEPT. 13 — MOTOCROSS
Saddleback-San Diego Stadium Qualifier
CRC Membership Required
213-830-7519

RACE WILLOW SPRINGS COUNTER-CLOCKWISE
SEPT. 6th
ALL CLASSES WILL RUN INCLUDING CLASSIC CLASSES
GATES OPEN AT 7:00 A.M.
PRACTICE STARTS AT 8:00 A.M.
1st RACE STARTS 12:00 NOON
AMERICAN ROAD RACING ASSOCIATION
220 WEST CARRILLO STREET #3
SANTA BARBARA, CALIF. 93101
FOR INFO CALL EARL SMITH
(805) 966-5700

• ADVERTISING THAT WORKS •

SRA Schedule
SEPT. 27 RIVERSIDE G.P.
NOV. 1 SUNRISE G.P.
(714) 828-1368

Canoga Park Suzuki
7045 Canoga Ave.
Canoga Park, CA 91306
213-884-0413
Open Daily 9—6 Closed Sunday

RESULTS

Stadium Motocross Sacramento Raceway Sacramento, CA Aug. 14, 1981 By Jennet M. Smith

125 EX
Dave Woods Yam
Shawn Walkingstick Yam
Rick Cervantes Yam
250 EX
Dave Woods Yam
Mark Andris Hon
Randy Chapman Mai
OPEN EX
Dave Woods Yam
Randy Chapman Mai
Steve Arena Yam
125 JR
Scott Stanley Suz
Chris Heyman Suz
Mike Wenzel Suz
250 JR
Bill Connelly Yam
Joey Brazil Yam
OPEN JR
Jim Dana Yam
Tom Sweeney Yam
Joey Nai
125 NOV DIV 1
Bobby Delre Yam
Scott Runkle Suz
Troy Muse Yam
125 NOV DIV 2
Troy Muse Yam
Tom Macklin Yam
Bobby DelRe Yam
125 NOV DIV 3
Kenny Lupton Yam
Bobby DelRe Yam
Toby Wright Suz
250 NOV DIV 1
Mike Stirling Yam
Robert Cooper Mai
Dennis Redding Yam
250 NOV DIV 2
Mike Stirling Yam
Rick Hanson Hon
Randy Dawson Yam
OPEN NOV
Terry Viker Mai
Chuck Perkins Mai
Robert Milani Mai
50 NOV
Clinton Vogar Yam
Korey Groves Yam
60 NOV
Jimmy Fillippello Suz
Jack Grinder Yam
80 EX
Kevin Snider Yam
Charlie Venegas Yam
80 JR
Kelly Andris Hon
Al Rolls Yam
Gary Smith Yam
80 NOV DIV 1
Scott Stone Yam
Clint Bassett Yam
Frank Bogan Suz
80 NOV DIV 2
Scott Stone Yam
Carl Lindemann Yam
Frank Bogan Yam
100 JR
Chad Chastain Yam
Tony Escujuri Yam
100 NOV
Chris Hudspeth Suz
Jamey Parker Yam
Robby Aadland Yam
PP EX
Dianne Lenerd
PP NOV
Tracy Gallo Yam
Ida Thompson Hus
Danita Gibson Hon
VET EX
Jack Coulombe Mai
Chuck Perkins Mai
Larry Hartnett Mai
VET JR
Ed Sterken Mai
John Winters Mai
Denny Ware Mai
VET NOV
Les Outman Yam
Terry MacDonald Yam
Gary Roepplan Yam
OT EX
Jack Coulombe Mai
Fred Strunk Mai
OT JR
Jess Gallo Mai
Harold Noell Jr Mai
Dick Milani Mai
OT NOV
Gordon Miller Tri
Bob Perkins Yam
Ralph Thomure Kaw

D-36 Point Standings By Lynn Ritner

CROSS COUNTRY THRU 7-4-81
1. Phil Douglas 154
2. Ed Marchini 121
3. Buzz Presser 110
4. Mitch Lenz 77
5. Ken Ramsay 70
6. John Haaker 57
7. Phil Rice 52
8. Charlie Smart 50
Rob Sutliff 50
10. Bob Terwilleger 47
11. Mike Marinkovich 46
12. Charlie Halcomb 40
13. Steve Spaans 34
14. Joey Schlag 32
Dave Bertram 32
16. Randy Losh 30
17. Dave Coupe 28
Anthoney Pasqualotto 28
19. Dan Neilson 27
20. Cory Timms 25
NOVICE & JUNIOR
SPORTSMAN SERIES
WINNERS
OPEN NOV
Jim Thomas
Chris Riddle
Rick Washabaugh
250 NOV
Mark Pace
Dave Wells
Chris Loer
200 NOV
Mike Oshaughnessy
Chris Ely
Frank Morz
OPEN JR
Dan Neilson
Brad Viseman
Randy Armstrong
250 JR
Tom Barbero
Doug Little
SHORT TRACK/SCRAMBLES AS OF 7-25-81
SPORTSMAN
1. David Boyles 104
2. Alex Jorgensen 79
3. Mark Key 78
4. Doug Chandler 65
5. Aaron Hill 53
Joe Knight 53
7. Dan Moore 44
Ken Gray 44
9. Keith Day 40
10. Kim Jorgensen 33
11. Bruce Johnson 26
12. Marvin Lewis 24
13. Wyatt Scroggin 23
14. Pat Seigle 22
Dale Hansen 22
16. Dave Ryan 18
17. Bill Arbogast 17
18. Dave Faria 14
Jerry Brandt 14
Geoff Lowe 14
MINI
1. Frank Freitas 221
2. Mike Macedo 117
3. Kurt Chandler 101
4. Kelly Fischer 54
5. Scott Casey 51
6. Dean Vincelet 44
7. Stephen Mayfield 34
8. Ronnie Hayes 28
9. Craig Johnson 21
10. Jon Nunez 18
OT EXPERT AS OF 8-19-81
MOTOCROSS
1. Bill McClinton 56
2. Jack Lewis 44
3. Jim Saitone 36
4. Ernie Cabral 30
Rich Schilling 30
6. Jack Coulombe 26
7. Larry Bubak 13
8. Duane Spence 12
9. Gene Higgenbotham 8
10. Dick Mann 6
CROSS COUNTRY
1. Bud Hamilton 49
2. Jim Heinrich 43
3. Bill Best 26
Gil Roberts 26
5. Bill O'Brien 25
6. Fred Mozingo 21
7. Mike McGowan 20
8. Jack Coulombe 19
9. Bob Haynes 17
10. Joe Hathoway 16
Duane Spence 16
VET EXPERT AS OF 8-19-81
MOTOCROSS
1. Redgie Mull 74
2. Steve Machado 60
3. Steve Ferroni 57
4. Rich Lokke 51
5. Terry Sage 36
6. Bill Griggs 33
7. Tim Greene 31
8. Buzz Presser 28
9. Jim McClinton 27
10. Robert Ince 14
CROSS COUNTRY
1. Gary Vanderpool 79
2. Steve Ferroni 64
3. Steve Machado 43
Terry Sage 43
5. Scott Davis 42
6. Bruce Mac Arthur 32
7. Buzz Presser 24
8. Greg Hubbs 14
Curt McMahon 14
10. Paul Bostrom 13
OT ENDURO A
1. Bud Hamilton 29
2. Charlie Morgan 28
3. Jerry Kramer 17
4. John Noor 16
5. O.D. Urban 13
6. Karl Ryser 6
George Neilson 6
8. Ron Fry 5
9. Gil Roberts 4
Bob Sangalli 4
MOTOCROSS CHAMPIONSHIP LEADERS AS OF 8-12-81 EXCEPT:
MASON VALLEY 7-26, BOSS MX 8-9
1. Rod Smith 137
2. Jerome Heiberger 115
3. Jim Ellis 103
4. Joey Schlag 100
5. Mike Preston 96
6. Brad Emery 95
7. Scott Rebuck 94
8. Dave Wood 93
9. George McNamara 54
10. Allen Berluti 51
Randy Losh 51
12. Robbie Hadlock 50
13. Dan Turner 49
14. Randy Pockrandt 48
15. Eric McKenna 42
16. Allen Silhanek 39
17. Ron Combs 38
18. Dave Coupe 35
19. Pete Langley 32
20. Darrell Shultz 29
21. Spoof Pena 28
Pat Odonnell 28
Dean Wiggins 28
24. Don Cantaloupi 26
25. Dan Chandler 25
26. Jim Cressa 22
Brad Harrison 22
28. Shawn McConn 21
29. George Holland 19
Tom Odekirk 19
MINI
1. Tim Aston 49
2. Tyson Vohland 31
3. Eric Liddell 18
4. Ray Freitas 14
5. Randy Kay 8

AMA National Championship MX Series Final Point Standings

125
1. Mark Barnett 350
2. Johnny O'Mara 284
3. Jeff Ward 280
4. Jim Gibson 251
5. Tom Benolkin 225
6. Scott Burnworth 221
7. Ricky Johnson 209
8. Donnie Cantaloupi 188
9. Danny Chandler 143
10. Gary Denton 123
11. Denny Bentley 119
12. Chris Heisser 116
13. Rich Coon 98
14. George Holland 82
15. Phil Larson 71
16. Mark Murphy 63
17. Doug Jackson 59
18. Erik Kehoe 50
19. A. J. Whiting 45
20. Bobby Handy 41
21. Michael Beier 38
22. Rick Maki 36
23. Thomas Rice 34
24. David Weak 32
25. Chappy Blose 27
26. Todd Hempstead 26
27. Kyle Landrum 25
28. Michael Preston 24
29. Mike Brown 20
30. Rob Manning 18
Johnny Spaw 18
32. J. Bryan Taylor 17
33. Gary Dircks 16
Randall Tysor 16
35. Dean Cates 14
36. Dan Turner 13
37. Jim Anderson 11
Gene Gentsch 11
39. James Odle 10
Bryan Wargo 10
41. Jeff Cropper 9
Frank Lamp 9
Kreg Bigelow 9
44. Mark Rakestraw 8
Mark Butler 8
46. Brett Tremblay 7
Jeff Surwall 7
Gary Kuest 7
49. Jerry Surber 6
Scott Rebuck 6
Doug McRae 6
52. Terrence Martz 4
Andy Kirker 4
54. Randy Kirschbaum 3
55. Bob Buffalo 2
David Hettinga 2
Pete Langley 2
Jeff Schumacher 2
59. Scott Manning 1
250
1. Kent Howerton 389
2. Bob Hannah 345
3. Donnie Hansen 289
4. Kris Bigelow 200
5. Warren Reid 191
6. Ron Turner 184
7. David Bailey 183
8. Steve Martin 163
9. Gary Semics 143
10. Rick Burgett 131
11. Dave Hollis 126
12. Jo Jo Keller 122
13. Andy Stacy 95
14. Jeff Hicks 87
15. Carlos Serrano 72
16. Spencer Morrison 62
17. Jim Tarantino 60
18. Eric Eaton 59
19. Larry Wosick 54
20. Wayne Boyer 53
Keith Oelerich 53
22. Ron Sun 48
23. David Coupe 46
Derek Wedding 46
25. Ross Pederson 43
26. Steve Wise 40
27. Clint Hardick 36
28. Edwin Arnet 33
29. Jeff Ellens 27
20. Mike Twigg 25
31. Daniel Conway 22
32. Jim Holley 18
33. Nick Cordova 14
34. Michael Harnden 9
35. Timbo Richardson 7
36. Kirk Dillon 6
Jeff Hope 6
Tom Benolkin 6
Mike Loeffler 6
40. William Dill, Jr. 5
Dan Wallace 5
Rick Blackwell 5
43. Chris Howard 4
44. Dennis Vetter 2
Randy Warren 2
Matthew Devich 2
Douglas Longwell 2
Steven Burdette 2
Mike Shoemaker 2
Kirk Spencer 2
Warren Hickman 2
52. Jim Marchant 1
Jeffery Shaw 1
500
1. Broc Glover 366
2. Mike Bell 276
3. Chuck Sun 253
4. Danny Laporte 227
5. Goat Breker 219
6. Marty Smith 205
7. Bill Grossi 184
8. Alan King 182
9. Arlo Englund 171
10. Gary Pustelak 142
11. Michael Kessler 137
12. Kenny Keylon 94
13. Darrell Shultz 90
14. Tony DiStefano 84
15. Steve Rhyan 76
16. Marty Moates 69
17. Jim Ellis 52
18. Maby McIntyre 47
19. Aan Pizzino 39
20. Mark Corbett 36
21. Brian Thompson 34
22. Kevin Davis 33
23. Clark Jones 31
Rick Sidle 31
25. Rex Staten 30
John Reinholt 30
27. Allen Berluti 29
28. Patrick Moroney 27
29. James Meenan 25
30. Zoltan Berenyi 23
31. David Gerig 22
32. Scott Johnson 21
33. Boo Stichter 20
34. Eric McKenna 19
Denny Swartz 19
36. Wemyss Scott III 17
37. Joey Schlag 15
38. Scott Hall 14
Ross Williams 14
40. Troy Lee 13
41. Philip Cramton 11
Jari Heinonen 11
43. Ken Adams 10
44. Matthew Hibbard 9
45. Fred Vertucci 8
46. Tim Krogh 7
Harvey Sorensen 7
Terry Tucker 7
Andrew Tudor 7
50. Phillip Oveland 5
Mark Hutcheson 5
Steve Stackable 5
Darryl Zumstein 5
54. Randy Sargent 4
Greg Theiss 4
56. Keith Mann 3
Alvin Myers 3
58. Steve Ellis 2
George McNamara 2
60. David Eckhart 1
Keenan Greseth 1
Greg Mayo 1
Robert Reisinger 1
John Symons 1

Motocross PIR Delta Park Portland, OR Aug. 13, 1981 By Jan Newman

PEE WEE JR
Richie Abrams Yam
Chad Kishpaugh Yam
Eddy Bergstrom Yam
PEE WEE EX
Britt Woodring Yam
Grant Bergstrom Yam
Denny Kishpaugh Yam
MINI JR
Mike Bell Kaw
Grant Furrer Yam
Mike Williams Yam
MINI INT
Jeff Miles Yam
Shane Cameron Kaw
Dell Smith Yam
MINI EX
Willy Beebe Yam
100 JR
Steve Jones Suz
Craig Clark Yam
Charlie Byrd Yam
100 INT
Mike Klettke Suz
Steve Hiersche Yam
125 JR DIV 1
Ron Dykgraaf Yam
Brian Kragerud Yam
Bret Schucker
125 JR DIV 2
Jon Niemi Hon
Steve Jones Suz
Dave Carlile Yam
125 INT
Randy Jungwirth Kaw
Jess Dirks Suz
Mike Chase Suz
125 PRO
Jim Anderson Yam
Ted Holt Suz
Danny Diesso Suz
250 JR DIV 1
Mike Jolma Yam
Matt Moore Suz
Terry Lee Yam
250 JR DIV 2
James Neff Hon
Terry Handke Mai
Lazar Kalugin Kaw
250 INT
Dave Eakin Hon
Mike Simantel Kaw
Rob Stath Hon
250 PRO
Tim Michlitsch Kaw
Rowdy Blasdell Yam
Randy Hubbard Suz
OPEN JR
Tim Dyke Kaw
Bruce Graham Yam
Dale Sahleen Yam
OPEN INT
Dave Eakin Hon
Rick Wylder Kaw
Gregg Zander Yam
OPEN PRO
Arnie Hettman Hon
OTH
Gary Bonds Hon
Mike Perry Yam
Larry Sause Hon
OT
Jerry Hiersche Kaw
PP
Tammy Bufton Yam
Julie Hiersche Kaw

Battle of the Twins Rider Numbers

1. James Adamo
2. David Emde
3. Doug Lantz
4. Bill Atkinson
5. Devin Battley
6. Malcolme Tunstall
7.
8. John Long
9.
10. Jon Minonno
11. Jeff Mac Millian
12. Madison Cox
13. Ron Sbordone
14. Greg Richmond
15. John Stapelton
16. Donald Jouglard
17. David Mc Clure
18. Ed Mullineaux
19. Ely Schless
20. Doug Gross
21. Michael Shilts
22. Tom Wegman
23. Walter Schaefer
24. Bruce Kloete
25. Jeff Hover
26.
27. Ronald Raymond
28. Lee Florin
29. Bobby Goodin
30. John Dodge
31. Dwaine Williams
32. Clifford Lucas
33. Mike Masters
34. Windall Phillips
35. Danny Lindsey
36. David Vendola
37. John Tesauro
38.
39. Robert Lill
40. Larry Theobald
41. Juan Gonzales
42. Stan Friduss
43. Buddy Turner
44. Rick Swiderski
45.
46. Mishael Duzick
47. Bubba Bussard
48. Frank Sortelli
49. Dallas Wilson
50. Rick Herdon
51. Ed Culbertson
52. Kurt Liebmann
53. Harrold Phillippe
54. Dwight Lyons
55. Jerry Dean
56. John Ashmead
57. Paul Mac Millian
58. Fritz Augustin
59. Vance Breese
60. James Hayett
61. Windfield Hopp
62. William Deitz
63. Rob Robertson
64. Jerry Wood
65. James Visser
66. Lance David
67. Roger Hutchins
68. Scott Brown
69. Eugine Hise
70. Bruce Earley
71. Dave Roper
72.
73. James Mignogna
74. Vic Fasola
75. David Creek
76. Chris Wycroff
77. Bob Ramsbottom
78. James Bonner
79. Paul Bennett
80. James Woodside
81. Pat Palmer
82. Steve Hanson
83. Ed Thompson
84. John Porter
85. Richard Booth
86. Hal Coleman
87. Gil Greenlaw
88. Bert Stuckert
89. Jack O'Niel
90. Ed James
91. Adrian Heironimus
92. David Parsons
93. Bob Unger
94. Ian Gunn
95. Peter Frank
96. Wayne Reiss
97. Michael Pangborn
98.
99.

Battle of the Twins National Championship Point Standings as of Aug. 17, 1981

GRAND PRIX
1. James Adamo 144
2. David Emde 109
3. Malcolme Tunstall 85
4. Dave Roper 57
5. Ron Sbordone 56
6. Hal Coleman 39
7. Ed Mullineaux 38
8. Rick Swiderski 34
9. Tom Wegman 27
10. Lee Florin 25
11. Vance Breese 20
12. Mike Masters 19
13. Bubba Bussard 16
14. John Tesauro 13
15. Juan Gonzales 10
Mishael Duzick 10
17. Kurt Liebmann 8
18. Rick Herdon 7
19. Jerry Dean 6
20. James Hayett 5
MOD PROD EX
1. John Long 102
2. Doug Lantz 60
3. Dwaine Williams 43
4. Jon Minonno 42
5. Greg Richmond 36
6. Ely Schless 33
7. Ealter Schafer 31
8. Bobby Goodin 20
Windall Phillips 20
10. John Stapelton 18
Stan Friduss 18
13. John Ashmead 13
Jerry Wood 13
Windfield Hopp 13
16. Roger Hutchins 11
17. David Creek 8
18. Paul Bennett 7
12. Peter Frank 12 (sic)
MOD PROD AM
1. Bill Atkinson 104
2. Jeff Mac Millian 84
3. Eugine Hise 59
4. Donald Jouglard 55
5. James Woodside 37
6. Doug Gross 28
Bob Ramsbottom 28
8. Bruce Kloete 26
9. John Dodge 24
Danny Lindsey 24
11. Bubba Bussard 22
12. Robert Lill 20
Frank Sortelli 20
14. Harrold Phillippi 18
15. James Mignogna 17
16. Paul Mac Millian 16
Pat Palmer 16
18. James Visser 13
Scott Brown 13
20. William Deitz 16
STOCK PROD
1. Devin Battley 111
2. Madison Cox 107
3. David Cox 50
4. Jeff Hover 48
5. Michael Shilts 36
6. David Vendola 35
7. Ronald Raymond 28
8. Clifford Lucas 27
9. Dallas Wilson 20
Larry Theobald 20
11. Buddy Turner 16
Fritz Augustin 16
13. Rob Robertson 13
Lance David 13
15. Gil Greenlaw 12
16. Bruce Earley 10
Vic Fasola 10
James Bonner 10
19. Ed Thomptson 9
Richard Booth 9
Wayne Reiss 9

TROPHY PICKUP

SLED RIDERS M.C. trophies may be picked up at the next two desert races. Info: (714) 737-7607. (34/35)

Trophies from H.B.M.C.'s National Championship Hare Scrambles are now available at all D-37 desert races. (34/37)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

Parts Publications Writer
KAWASAKI is looking for an individual to coordinate the production of Microfiche & Parts catalogs for all Kawasaki products. This requires someone with a good mechanical background, metric knowledge, & excellent English grammar. Previous experience as a parts manager in a dealership, an asset; Kawasaki experience invaluable! To be considered send a resume or call for an application. KAWASAKI MOTORS, Attn: Bonnie Whidden, 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (35/TFN)

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Send resume to CONCORD YAMAHA, 1891 Market St., Concord, CA 94520. Or call Jerry at (415) 798-2580 for more details. (24/TFN)

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Tired of Big Cities?
Honda dealership, 120M north of San Francisco, backed up 2 weeks, year round shop, 50/50 to senior man. THE HONDA SHOP, Ukiah, CA. (707) 462-8653 — Paul (33/35)

Sales Representative Wanted
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Year round, Suzuki & Yamaha experience, salary open — paid holidays, vacation, insurance, uniforms. Age not factor. WAPELLO CO. SUZUKI, 801 E. Main, Ottumwa, IA 52501. (35/38)

Technical Service Representative
Major motorcycle manufacturer is looking for a Technical Service Rep. for Wisconsin and Northern Illinois areas. Two years college in Business Management preferred. Minimum four years technical knowledge at the dealership level desired. Excellent salary and company benefits. Send resume to: CYCLE NEWS, Dept. WW, P.O. Box 498, Long Beach, CA 90801. (33/36)

WANTED: Mechanic
Commission — Suzuki experience preferred. ORANGE COUNTY SUZUKI (714) 646-2428 ask for John (34/TFN)

Suzuki Mechanic Needed!
Long established Northern California dealer looking for full-time experienced mechanic. Wage will depend upon experience. (707) 542-4491/542-4492. (35)

★★★★SALESMAN★★★★★
Part-time Friday, Saturday & every other Sunday alternating. Opportunity to develop to full-time with large Yamaha/Husky dealer in South Bay area. T&O YAMAHA — 24020 Narbonne Ave., Lomita, CA. (213) 534-2311. (33/TFN)

SHARP PARTS MANAGER
Are you a manager or assistant? Wish to move up or leave the city for a small community in Southern California with thousands of enthusiastic street & dirt riders? Where rental homes or purchases are still within reach. If you're sharp you'll answer this with your background. All inquiries are confidential. This is a three franchise dealership. Contact: CYCLE NEWS, Dept. BRB, P.O. Box 498, Long Beach, CA 90801. (34/TFN)

Product Information Instructor
We need an individual with proven ability to schedule, recruit and instruct dealer technicians in the service & repair of Kawasaki products at our Santa Ana facility. This position requires technical & mechanical knowledge as well as the ability to instruct & evaluate students. To be considered send a resume or call for an application. KAWASAKI MOTORS, Attn. Bonnie Whidden, 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (35/TFN)

Do you speak "Parts?"
Yamaha Parts Distributors is looking for a sharp self-starter who knows the Dealer, Parts & Accessory business. Will help develop parts sales programs, training seminars, printed promotional materials for all Yamaha dealers. Ideal spot for existing parts and accessories manager or assistant. Send your resume to: YAMAHA PARTS DISTRIBUTORS, Box 762, Cypress, CA 90630 Attn: Parts Marketing. EOEM/F/H. (35)

★Parts★Sales★Service★
Large Kawasaki franchise in need of professionals. Excellent pay plan & good company benefits. We will negotiate moving expenses. Year round employment. (213) 848-6630, ask for Leon. (35/36)

Mechanics & Partsperson
Must be experienced for large Palm Springs Honda/Kawasaki dealership. (714) 324-5633, ask for Fred. (35/36)

Yamaha Service Manager!
Beach location, salaried 40 hour work week, full benefits, assistant provided, friendly well organized work environment, experienced, dependable mechanics, great money. Call Steve Fought at (714) 536-7555 or (714) 536-1804. (33/35)

-•-•-•-HONDA MECHANIC-•-•-
Must be experienced, have own tools & have attitude for complete customer satisfaction. Excellent company benefits include profit sharing. Good pay & working conditions. Contact Service Department — KOLBE CYCLES, Reseda, CA. (213) 345-7616. (35/TFN)

SALES REP NEEDED
To sell TRI TECH PRODUCTS. For information call (805) 499-1341 or (805) 498-2488, ask for Dennis Maxwell. (35/36)

PERSON WANTED!
Shipping department — motorcycle accessory experience helpful. Contact Dave at O'NEAL DIST. (213) 998-1049. (35/36)

$YAMAHA MECHANIC$
To fill Service Manager position opening soon with large, established Yamaha dealership in South Bay area. Good pay, fringe benefits. T&O YAMAHA, 24020 Narbonne Ave., Lomita, CA. (213) 534-2311, ask for Harold. (35/TFN(

Motorcycle Mechanic w/tools
and parts experience wanted. Excellent position with future. No lay-offs guaranteed plus commission. Call for appointment with Mr. Anton OUTRIDER (213) 879-3350. (34/36)

ARE YOU QUALIFIED?
We're in need of a qualified service manager for our rapidly growing Yamaha franchise. Looking for a good atmosphere, nice salary and great co-workers? If this sounds like you, call BURBANK YAMAHA for further details. (213) 845-8738. (34/35)

★Parts Manager★
We're looking for an experience parts manager for one of Los Angeles' largest Honda dealerships. Contact Mike Felder for more info at (213) 466-7191. We offer excellent pay and good company benefits. (29/TFN)

Designer/Fabricator
Motorcycle parts manufacturer seeks experienced designer/fabricator for proto-type work. Will design product & build jigs & fixtures for production. Must have abilities in combination welding, lathe & mills. Motorcycle proto-typing experience a plus. Excellent benefits include: Paid medical & profit sharing plan. Send resume to: Cleve Adams, KERKER, 7900 Deering, Canoga Park, CA 91304. (213) 999-3060. (28/TFN)

HONDA SALESMAN NEEDED!
Top San Fernando Valley Honda dealer seeks professional experienced, profit oriented salesman for permanent position. Excellent pay plan & benefits. Inquiries confidential. Contact Bill McLean, KOLBE CYCLE SALES, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616. (33/TFN)

Honda Motorcycle Dealership
is currently accepting applications for experienced Honda mechanics. Excellent benefits & year-round employment. Contact Hal at (714) 531-0742 or (213) 924-6006. (29/TFN)

★★★ATV News editor★★★
If you're a competent editor, can write entertaining copy, know how to use a camera and are involved with three-wheelers and Odysseys, we'd like to talk with you! Please phone 213/427-7433 to schedule an interview. (30/TFN)

Business Opportunities

Motorcycle Shop
Family run operation in excellent area, established 8 years, makes money when all others fail! Inventory & special tools — $120,000 needed. Some trade. (503) 928-1155 or (503) 928-2054 evenings. (35/38)

Yamaha Dealership For Sale
Located between Ventura & Los Angeles. Approx. $600,000 gross sales. Full price — $250,000. Will finance part. (805) 497-3765 or (805) 497-4339 ask for Lee. (34/35)

Motorcycle Snowmobile Dealership
Entire motorcycle, snowmobile, chain saw dealership for sale in beautiful resort city. Owners must relocate and sacrifice. Easy, quick, terms available for $235,000. Term Box 3752, Spokane, Wash. 99220. (34/35)

Honda-Yamaha-Snowmobile
Dealership in beautiful Mt. Shasta, CA. $350,000 gross, asking $65,000 for parts, accessories, tools & equip. Assume flooring. Ph. (916) 926-2727. (34/37)

AMERICAN MOTORCYCLE SCHOOLS, INC.
Start an exciting career as a:

Motorcycle Mechanic
"The California School of the Professionals"

Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678

Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (49/TFN)

Houston's leading Off-Road
Motorcycle Dealership for sale! Well established, 11 year old money making dealership with even greater potential. Land, building, equipment and inventory — $50,000 down, excellent opportunity & investment. Owner will finance & train. (713) 862-2252. (32/35)

Dealership For Sale
Major motorcycle and snowmobile dealership located in N.E. Ohio. $750,000 yearly gross. Prime location in rapidly growing area, selling for other interests. Reply to: CYCLE NEWS EAST, Div K, PO Box 805, Tucker, GA 30084. (33/36)

Motorcycle Shop with Realty
YAMAHA & SUZUKI FRANCHISES: Excellent corner location in Oroville. New 30'x100' building with 21'x45' covered storage; 7' chain link fence around entire storage area. Write for list of shop & office equip. and income statement. Good assumable loans $210,000 + inventory. Call Norb Brown, RUTH SHELDON REAL ESTATE, 750 Oro Dam Blvd., Oroville, CA 95965. (916) 534-7442. EVES: (916) 533-0183. (34/37)

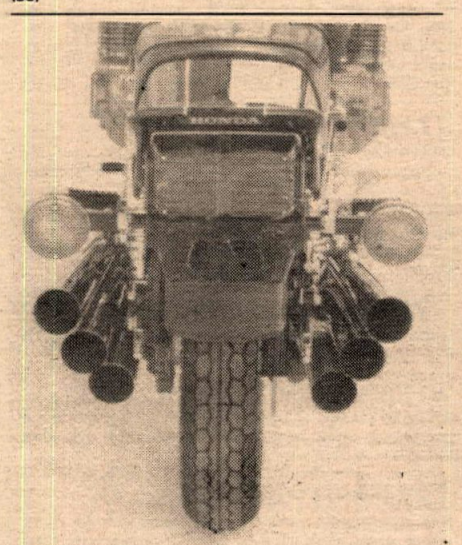
1980 Houston Nat'l. ST Winner
Yamaha YZ250. Viper frames, completely rebuilt, fresh engine, spare cylinder and ignition. Other spares. (405) 721-6600 or (405) 721-5588. (35/37)

WANTED: Luggage rack for 1975 Harley-Davidson Z-90, H-D part number 53462-74. Call (404) 979-8310 after 6. (35/36)

Star Frame For 250 H-D
Frame and glass, fresh paint, all hardware included. $600 or trade. (313) 659-3585. (35/36)

Dirt Bike — Motocross Action
Complete collection of both magazines. (412) 248-7263. (35)

Fresh TZ250G
New crank and top end, never started, three races on rest of motor, Lockheed front caliper, Dymags and wide wires. Race ready with many spares. $4,750; $4,500 w/o mags. (704) 322-3206 or (704) 322-6486. (35)

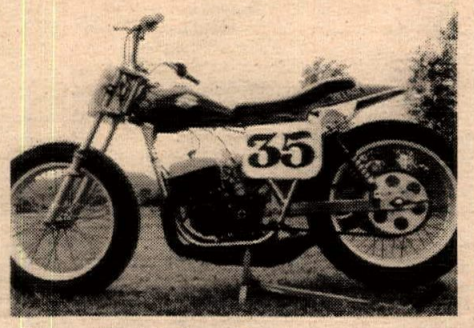


Let the world know you have 6 Cylinders!
Install HOT BIKE ENGINEERING'S 6/6 G.P. exhaust system on your CBX! Available in black or chrome. When we drag strip tested, the 6/6, we ran in the 10.90's E.T., at 125 mph, with a stock motor. After installing our CBX Wheelie Bar and slicks, our best time was 10:30 E.T., at 130 mph. The sound can only be described as exotic. Any way you look at it, it's another winner from HOT BIKE ENGINEERING. P/N: 01-28, $269.95; 01-28C, $299.95. To order, call: (415) 657-3864. 4432-E Enterprise, Fremont, CA 94538. (35/36)

MACHINE SHOP
Prototype fabrication, lathe & mill work, welding, fin repair, glass bead blasting, cylinder boring, Sunnen honing, big bore kit set ups, sleeve replacement, valve jobs, head/cylinder surfacing, o-ringing, crankshaft welding & repair, heli-coils installed, etc. UPS daily. Dealer inquiries invited. SAAVEDRA M/C ENGINE, 9330 Oso Ave. 'F', Chatsworth, CA 91311. (213) 993-7873. (35/39)

★Speedway Jawa★
Good shape — $850 — some spares. (714) 897-9048 after 6 p.m. (35/36)

1977 KAWASAKI KZ400 — runs good — wrecked front end — $275. (213) 569-4262. (35)



Short Track/Ice Racer
Cheney nickle-plated frame, Suzuki 78½ RM250C2 motor, Martek ignition, 38 Mikuni, Banke pipe, Sun rims, Ceriani forks, built new in 1980 by Suzuki dealer. Absolutely best of everything & very competitive. Over $2,000 invested; sacrifice $1,495. Will ship. Call (507) 454-4489, 9-6, ask for Denney. (35/36)

'81 Suzuki 125X Floater
Ridden 3 times. Metzeler frt. tire, cut pipe, Old Timer must sell, $1350.00. (213) 863-3361. (35)

1980 RM 80 ★★ Must sell
Good cond. with Curnutts and other extras. $450.00!! (714) 436-9050. (35)

California Hot Rod
Honda CB400F. Motor by Ontario Moto-Tech. 458cc kit, head ported & polished, h.d. valves & springs, h.d. oil pump & cam chain, carbs bored, CDI ignition & high voltage coils. Ontario RR exhaust pipe, rear sets, Sun rims, Michelins, many new parts included. Over $2,300 invested; must sell, $1,495. Will ship. (507) 454-4489, 9-6, ask for Denney. (35/36)

1980 Husqvarna 390 OR
Never raced, rarely used, original tires still in good shape, very clean — $1200. (805) 962-2511. (35/36)

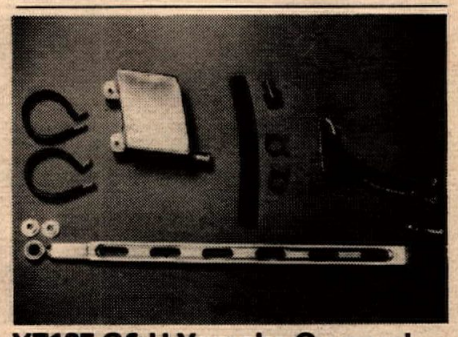
★★PRO TRAC TRAILERS★★
We manufacture the finest, most attractive trailers anywhere! Send for brochures & prices of our many list of options. 2504-B Mercantile Dr., Rancho Cordova, CA 95670. (916) 635-2899. PRO TRAC TEXAS, Hwy. 84 & Juanita Dr., Denison, TX 75020. (214) 463-1581. (35/38)

Lost Dog — Randsburg Area!
Female — black — mixed pit/sheppard. (Charlie-O) Contact Bob (805) 269-1082. (35)

MOTORCYCLES:
1977 Honda XR75 — Good condition — $300, 1974 Honda XR75 — $175. (714) 846-2601. (35/EOI/37)

390 Husky OR 1978 ex. cond.
Must see to appreciate. Works Performance shocks, Tereflex tire, light, V.D.O., air caps, many more extras. Asking $995. (714) 846-7063. (35/36)

1978 Honda 500 Deluxe
Many extras — very clean — $1375. (213) 336-7265. (35/36)



YZ125 G&H Yamaha Owners!
Aluminum brake pedals — aluminum brake torque arms — "Works style Plenum chambers." KELVIN FRANKS RACING — 3446 W. Harvard — Santa Ana, CA 92704 — (714) 546-3484. (35)

Must Sell Dragbike
Super Elem., 3 speed trans., 2 slicks, Jimmy blower with injection and port muzzles. Clean, some extras, $13,000 or best offer. (216) 238-7126. (35)

1978 Yamaha IT175
675 miles, wife's bike, very clean — $650. (805) 962-2511. (35/36)

★Two '81 KX250 Uni-Traks★
A) Purchased new this May — still in brand new condition; with FOX FORXS, ports cleaned & matched by DG, White Bros. rear shock mods, Metzelers, Andre bars, polyfoam — bike is in absolute perfect condition — $1200. B) Purchased new in February — all the same modifications as the first bike except for the FOX FORXS — $1000. These bikes are still new, but with ALL the trick stuff added. Call Brad (714) 547-5982 eve. or (714) 543-2290 days. (35/36)

1976 MAICO AW 400
MX Fox Air Forxs, Works Performance shocks, fresh trans & top end, excellent cond. — $495. (213) 445-7459. (35)

WANTED— HUNDREDS of dollars paid for old gas engine, miniature model race cars, and parts. 12 to 25 inches. Call collect, Walt Petersen (702) 747-4864, P.O. Box 10884, Reno, NV 89510. (35)

Mustang Pony Cycle Wanted
Parts or all of bike. Need eng. & trans., rear wheel & brake assy. Mark Seay, 18429 Prairie St. #13, Northridge, Cal. 91325. (213) 993-6085. (35)

★ XR200R PRO-LINK ★
1981 Honda — $1400. (213) 282-1415 days or (213) 571-7214 nights & weekends. (35)

★★XR500★TURBO★★
1979 XR500 Honda. All the right equipment. Very clean, hardly ridden, (under 1000 miles). Must sell — no time to ride. — $1299/OBO. ALSO: 1972 CB750 basket case, many new parts, good project bike. Bike — $300, Turbo — $600 —together $800 or trade for ? Ask for Big Wayne (714) 778-6702. (35)

JET SKI RENTALS. Dav — weekend — weekly rates. (714) 848-3088. (35/TFN)

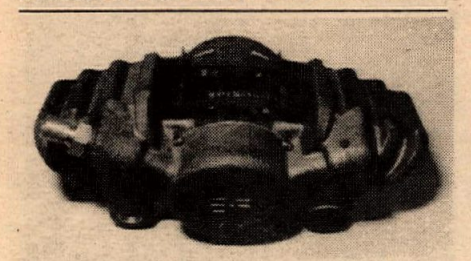
YAMAHA TZ 350D '77, Morris mags & original rims, many extras, race ready. $2,500.00. Daytime 8-4 (415) 493-0534, eves. (415) 851-3298. (35/37)

'79 RD400F YAMAHA, xlnt. cond., new K81's, pipes, fresh motor, lo mi., very clean. (714) 770-1404 days, (714) 951-0324 eves. $1600. (35/36)

FOR SALE: '81 Husky 430CR
4 months old, hardly ridden, very fast, too fast for me, many extras, must sell. $2200. Call (213) 915-7110 after 5 p.m., ask for John. (34/35)

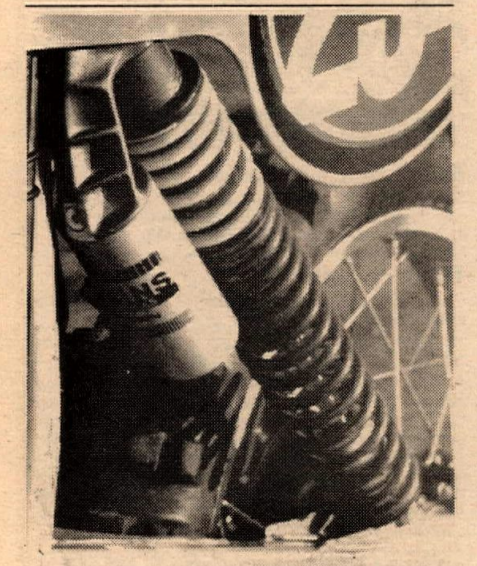
1980 KX420 Kawasaki
Hardly ridden, excellent condition, $1,000. (213) 866-0858. (34/35)

'79 Yamaha IT400
Low miles, extras, excellent condition — $900/OBO. (714) 984-6461 or (714) 622-0085 ask for Jack (34/35)



Lockheed Brake Components
Light alloy caliper, handlebar master cylinders and rear master cylinders. Yamaha TZ systems, stainless hose and fitting. BROOKS-SCHAFER RACING, 2540 Foothill Road, Santa Barbara, Calif. 93105. (805) 963-3801. (22/EOI/TFN)

'81 Honda 250CR or 450CR $1500
Both bikes like new, perfect condition. (415) 467-7339. (35/36)



Overworked Ohlins, flogged Foxs
SHOCK REBUILDING BY PRO'S. We rebuild Ohlins & Fox Shox. Dampening changes, fast service, inexpensive, $35 plus parts. STANDARD CRANK MOTO DIVISION, 908 Wemar Wy., Montebello, CA 90640. (213) 728-3376. (35)

DESERT EXPRESS
'78 Husky 390 OR, "clean," looks good, fresh top end, lots of spare parts. $850 O.B.O. (213) 941-9903. (35)

YAMAHA —TZ125G
Dunlops — wide D.I.D. rims — exhaust temp. gauge — 36mm Mikuni — custom ported — crank modifications, — starter — spares kit — must sell now — $2500.00 O.B.O. (213) 425-0884. (35/38)

1981 YAMAHA 465H
$1,500. Excellent condition. Eves. (805) 684-4777. (35/36)

RD-400's
For sale: 4 RD-400's. 3 1977's, 1 1979 Daytona Sp. Too many extras to list. $600.00 to $1,500.00 O.B.O. John McManaway (213) 697-5973. (35)

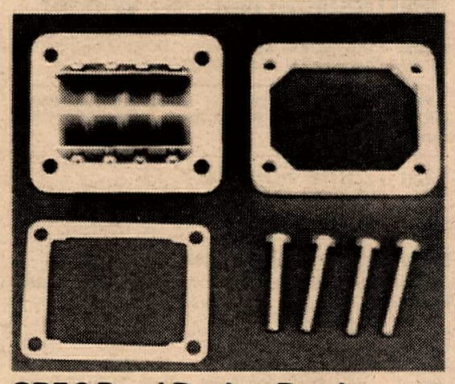
'78 Husky 250CR
Ohlins, Ashe pipe, fork kit, 2 tanks, many spares, good condition, $800. Also helmets, leathers, boots, etc. (714) 496-3959. (35)

BULTACO METRALLA
360 Astro motor + original rear sets, Ceriani,Tomaselli, K81r, Krober, 4 shoe front brake, many spares; 2:04 at Sears, $2500. (415) 658-6111 or (415) 524-7365. (35)

FOR SALE: Italjet — Pee Wee bike, many x-tras, also 1978 Suzuki RM50. (213) 863-8384. (35/36)

'81 250 YZ — $1400/OBO
White Bros. suspension, ports matched & polished, low hours — must sell. (714) 874-6315. (35/36)

1981 Euro-Maxim 650 Yamaha
(Seca), only 2,000 miles, mint condition, $3900. Evenings (604) 321-3541. (35/38)



CRF 8 Petal Rocket Reed
NEW bolt-on design. No intake modification necessary. Flow bench designed to give a 3-4 HP gain in low-midrange areas. Spacer, bolts, gaskets included for $75. Fits: YZ125G/H, YZ250/465G/H, CR125R, KX-KDX-ALL, RM250X, CR250/450R, Maico 250 with slight intake widening. CROTCH ROCKET FACTORY, Box 2084, Goleta, CA 93118. (805) 683-1426. (35/36)

'77 HUSKY 125
Like new — $450. (714) 637-3185. (34/35)

★TZ250F★
Excellent condition ● frame & fork modifications ● handles extremely well ● new Goodyears ● custom paint ● spares kit. $4,000/OBO. (213) 518-5398. (34/36)

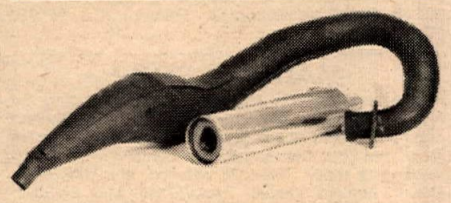
'77 370 Bultaco Frontera
Good condition, gas shocks, low useage, extras. (213) 845-1068. (34/35)

'81 Husky 250XC mint cond.!
450 V.D.O. miles — best of everything. Properly run-in and jetted, set up for enduros. $1800. (714) 528-0046. (34/35)

TRIUMPH PARTS
New old stock, trans., gears, frames, frame parts, Lucas, Amal. Most all parts for all Triumphs, complete motors in stock. (201) 469-4141. (33/EOI/TFN)

'77 RD400
Beautiful condition, new engine, $1500. After 6:00 (213) 421-3030. (34/35)

BMW 1960 500cc
Excellent, original paint, special high speed touring gears, low mileage, set up for sidecar. ALSO: 1959 BMW basket case. Both classics forced to sell. (714) 986-2470. (34/35)



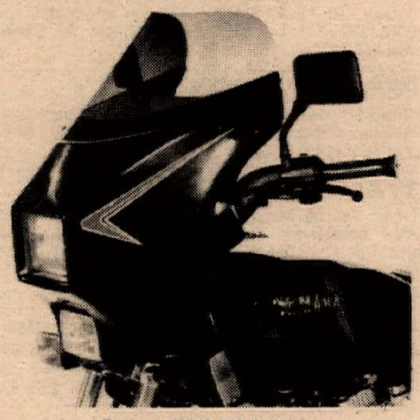
FPP Tri Moto Pipe, $65.00
Includes rebuildable aluminum muffler (snap ring type no rivets) mounting & jetting instructions, all mounting hardware. Total guarantee. Spark arrestor inserts available. NOW IN STOCK (707) 462-9291. (19/EOI/TFN)

'79 1130cc Honda CBX Turbo
M.T.C. pistons, RC clutch and RC Golden Rods, Pearl black paint, Morris alum. mags, Euro-kit, braided lines, custom Turbo unit with adjustable boost. Best offer. Dave Atkins M-F, 8-4 (714) 559-3362. (35)

Jet-Ski Propulsion Laboratory
MODIFIED STOCK exhaust manifold flows 33% more, super stock legal — $50. Precision porting, engine building, pump work & fiberglass. We do it right! SCOTT CLOUGH RACING DEVELOPMENT (213) 221-2942. (35/36)

'80 YAMAHA IT-175-G, low mileage, xlnt. cond., many xtras, $950 OBO. (213) 675-8246. (35)

Milne Distributing
1-(800) 352-8978 Calif.
1-(800) 423-8946 Nat'l



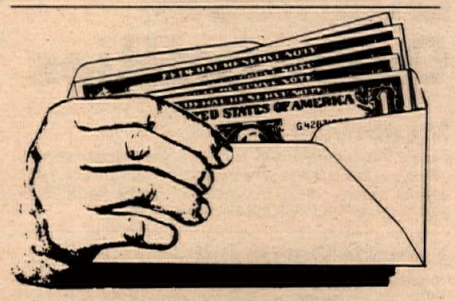
Yamaha Seca 750 Fairing
Hand laminated fiberglass with the distortion free "Clearsite" shield. Featuring a four point rubber mount system. $169.95. Mfg: ACTION FIBERGLASS, 10431 Beach Blvd., Jacksonville, FL 32216. (904) 641-7071. Distributor: MILNE DISTRIBUTING, 429 N. Azusa Ave., Azusa, CA 91702. (35)

New! Motorcycle stand
Light weight, easy to use, adjusts from 10½"-16". Fits 80cc — 500cc MX and enduro's with up pipes. $29.95 plus freight. Send check or money order to Rob Perry, 1511 SE 212, Gresham, Oregon 97030. Shipped U.P.S., satisfaction guaranteed. (503) 661-5113. (35)

'79 Husky Automatic
Like new — lots of extras — 18" wheels — $1200. (714) 637-3185. (34/35)

★ '77 Yamaha IT175D ★
Extra clean ● excellent condition ● competition dirt bike ● helmet & boots ● ridden only 900 miles ● original owner, gone to college ● $650/OBO. (213) 986-0325. (34/36)

Kawasaki Triples
Rebuilt crankshafts, H2, $150 exchange. All other Triples, $125 exchange. Write or call. Damon Kirkland, 909 Post Oak Dr., Dothan, AL 36301. After 3:30 p.m. CST, (205) 794-2802. (34,35,39,44,48,1,5)



★1980 CR125R HONDA★
Metzelers — ported — fork kit — Curnutts — professionally maintained! $650.00. Arnold (213) 263-3743. Will consider trade for '81 250 Maico or Yamaha plus $$$. (I need a Daytona front end and tach.) (33/34)

RICKMAN KAWASAKI
Daytona 1&1 1015cc MTC ($3450.00 or offer), new Contis — triple disc — mags. Fresh rings and valve job. 5000 miles on chassis — never raced. (503) 268-4510. (35)

'67 TRIUMPH CUB
T20SM 90% restored and original. Runs good with complete front end and other parts extra. Ph. John MacKay (714) 378-2066. (35/36)

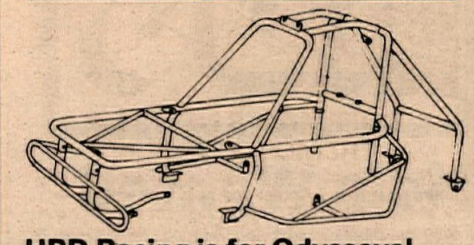
★ Honda Clearance Sale ★
Call us for 1981 prices on: ★ 1981 CR125 — NEW ★ 1981 CR450 — NEW ★ 1981 XR500R — DEMO — $1798 ★ 1980 XR500 — NEW — $1499 ★ 1980 CR125 — DEMO — $899! GUY LANGLEY'S HONDA (209) 299-2511. (35/38)

MAICO ACCESSORIES
Thor swingarm, Works shocks, spare wheels, need money. (415) 467-7339. (35/36)

1981 MAICO MC490
Two months old. New style frame, 150/80 Metzeler, Answer silencer, very clean. $2199. (805) 488-6570. (35)

ORANGE CRUSH
1979 Can-Am, 370 MX. Works shocks, Maico forks, $950.00 or trade for enduro bike. (213) 830-3934. (35)

WANT TO SPONSOR AN AMA GRAND NATIONAL BIKE FOR $25.00. $25 gets your signature on the car, a newsletter and two 5x7 photos (one of car/driver and one of your signature). Send check or money order to: HI-PERFORMANCE FANS, BOX 198, Rosamond, CA 93560. (35/36)



HRD Racing is for Odysseys!
HRD ROLLCAGE — 1¼" 1010 .083 wall tube rollcage, 1" 1010 front bumper & nerf bars. NO welding required to install. HRD SEATS — Super lightweight tube frame buckets, one piece, strong & controured for comfort. HRD BODY — 3-piece fiberglass nose & side panels. HRD PORTING, BALANCING & R&D ENGINE WORK — Done by Harry Klemm exclusively for HRD RACING. For more information phone (714) 875-4150 (Phone or mail order only.) (35/TFN)

★!★!★ GPZ 550's ★!★!★
In stock. Immediate delivery! Also complete Kawasaki lineup. Street & dirt. Parts and expert service too! Largest accessory selection in the West! Open 7 days.
RACECRAFTERS KAWASAKI
(213) 999-2811. 7801 Canoga Ave., Canoga Pk., CA 91304. (35/38)

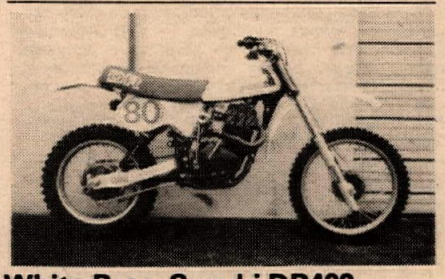
Crazy Whitey's Helmet Sale
Navas, $59.95. Shoei S22, $64.95; S25, full face, $59.95; S12, $79.95. We ship UPS — one day service! (212) 463-2744. (34/38)

Flat Trackers For Sale
XR750 Harley fresh; 500 Honda TT Champion frame, fresh; 2 Can-Am short trackers, one champion frame, one stock frame. Sacrifice, selling out. (713) 796-1408 nights; (713) 796-1385 days. (34/37)

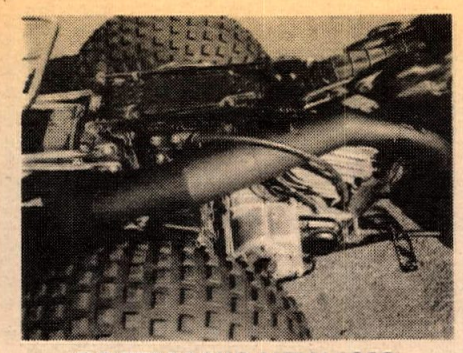
Road Race/Cafe Parts 30% Off
Everything in stock — TZ fairings & windscreens, Metzeler Perfects, drilled discs, stainless brake lines, steering bearings & dampners, RD alum. swingarms, much more. (314) 962-4457. (34/35)

250 HONDA STARACER SHORT TRACKER: Expert prepared for nationals. $2,500. After 6 p.m., (317) 589-3951. (34/35)

★ NEW IMPROVED ★
FAST FILL GAS CAN
4½ & 7½ gallon capacity, fast (approximately 2 seconds/gallon), light weight (6 lbs.), heavy duty aluminum, $119.95 & $129.95. OPTIONAL STAND ($19.95) and OVERFLOW SYSTEM ($24.95) also available. Mastercard & Visa welcome. PACIFIC RACING PRODUCTS ● USA, P.O. Box 178551, San Diego, CA 92117. (714) 278-9808. (36/EOI/TFN)



White Bros. Suzuki DR400
Simons forks, Ohlin shocks, aluminum swingarm, high-port head, 38mm Mikuni, custom exhaust, gold anodized rims, many extras. Contact Gary Coffman at (714) 897-2209. (35/36)

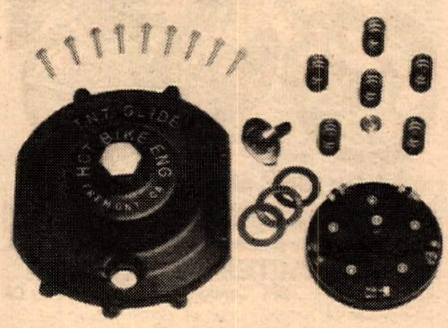


COFFMAN'S NEW 1982 TRI MOTO 175 PIPE

Is NOW available! Improves performance through entire powerband. Comes complete with spark arrestor or silencer. GUARANTEED to perform to your expectations. Retail — $94.50. Call or write now to COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92649. (714) 897-2209. (35/36)

THIS IS A SLEEPER!

That was the title of the Cycle Magazine story when this bike was featured. 1975 Suzuki 750 water-cooled triple. Engine skillfully built by Pat Hennen, former Suzuki factory racer. Other stuff such as c.r. gears, alloy discs & rims, rr Mikunis. Idles perfectly! Stays in tune forever! I couldn't believe it myself! Stock appearance; superbike acceleration. Remember Art (the Dart) Baumann, Nicholas & Grant? The sound is the best part — even with mufflers. Includes hand-built chrome expansion chambers, used once. Bike garaged, only recently taken out of mothballs. 6,800 total miles. A very special motorcycle. Suzuki tells me it's worth $3000; I'm asking $2400. (914) 246-4178 or 5351 (35)



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HOT BIKE ENGINEERING is now exclusively manufacturing the TNTGlide (Dencoglide). It simply bolts into place with no modification required. The chief advantage of the Glide is the fact that clutch slippage is eliminated & high RPM starts are possible without excessive wheelspin. Rider consistency and ET's are greatly improved. It is especially useful for turbocharged bikes & bikes with over 140 H.P. Ask your dealer or call direct P.N.: 16-9.....$219.95. (Kawasaki Z1/KZ900/KZ1000). HOT BIKE ENGINEERING, (415) 657-3864 or (415) 656-8275. (35/36)

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Ridden 4 hrs., race set up, Motoplat, etc. Must sell, '76 360WR, OR pipe, Mikuni, Curnutts, $550.00. (408) 335-2246. (35/36)

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One is complete and running, been stored since 1972, the other is all apart. Have pink slips. Package sale only, won't part out. $1000 or trade plus cash for a STOCK Harley-Davidson FLT or FLH. (714) 960-3139. (35/36)

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New tires, chrome, excellent running condition. (714) 343-2852. (35)

'77 Yamaha RD400D

DG pipes, heads & swingarm; Clubmans & rearsets. Looks OK, runs excellent! Must sell, $1150 OBO. (714) 287-9467. (35/36)

1977 HUSKY 390 CR

Excellent cond., new stock 79 tank, large plastic tank, ready to ride. Green sticker. Before 3 p.m. & weekends. $595.00. (916) 331-6198 Sacramento. (35/36)

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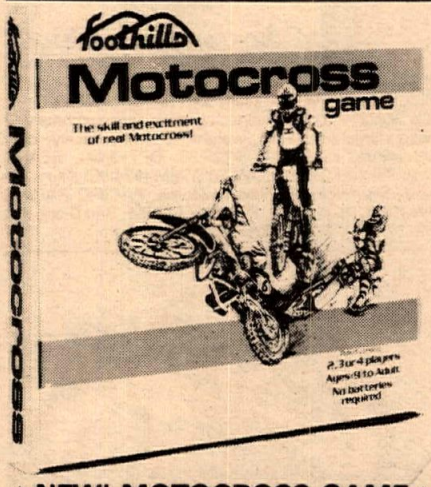
To join him and ride for $ at PRO'S CRYSTAL CHALLENGE GRAND PRIX Dec. 27, 1981 Riverside International Raceway. (35)



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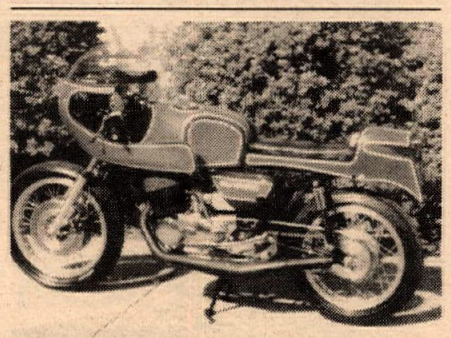

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Trade or sell; 7 pc. head turning cafe conversion, brilliant color styling, very strong and mint. Inexpensive bargain! Free shipping. 1-(313) 545-9018. Leave number or L.E. Cramer, 2014 E. Lincoln, Royal Oak, Michigan 48067. (35)

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YZ250, Morris mags, Williams pipe, disc brake, Ceriani forks, S&W shocks, Goodyear tires, extra sprockets & chain plus: excellent condition. Must sell, make offer. (503) 998-6607. (35)

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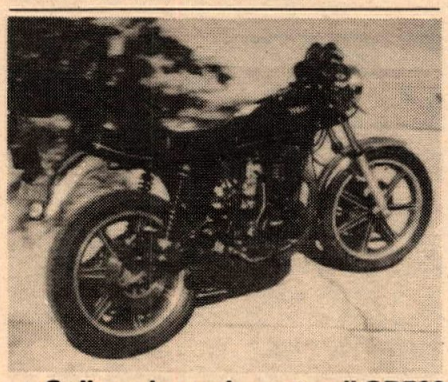

★College bound-must sell SR500

Free fairing with purchase. Bike has 0 miles — Pro-tec, S&W, Megacycle, ported, accelerator pump, Mikuni, etc. 60 MPG's! $1295 or B/O. (415) 967-8321. (35)

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Honda XR 200R '81	10.75"
Honda XR 250/500R '81	11.0"
Husqvarna 250/430 '81	
Kawasaki KX 80 '81	9.4"
Kawasaki KX 125 '81	12.0"
Kawasaki KX 250/420 '81	12.75"
Marzocchi 35mm	10.6"
Marzocchi 38mm	12.0"
Suzuki RM 80 '81	9.0"
Suzuki RM 100 '81	10.0"
Suzuki RM 250 '81	12.0"
Suzuki RM 465 '81	12.0"
Suzuki PE 175/250/400 '81	11.0"
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Yamaha IT 175 '81	10.9"
Yamaha IT 250/465 '81 with main springs	12.25"
Yamaha YZ 60 '81	7.25"
Yamaha YZ 80 '81	9.6"
Yamaha YZ 100 '81	9.0"
Yamaha YZ 125 '81 with main springs	12.25"
Yamaha YZ465 '81	12.25"

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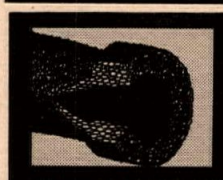

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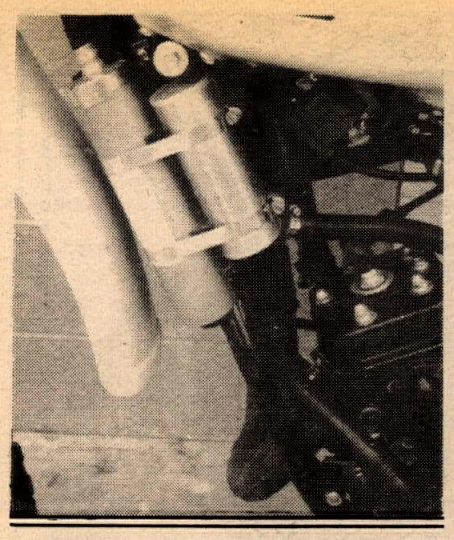

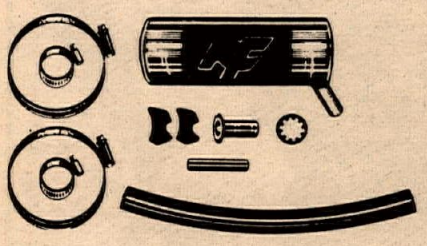

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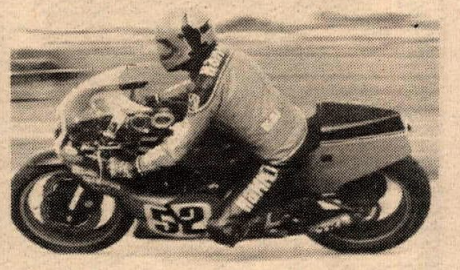

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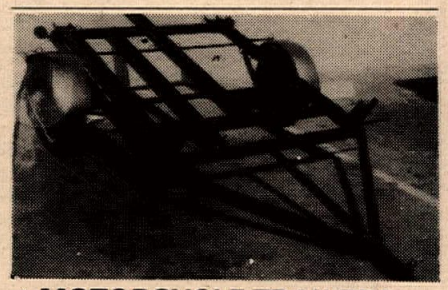

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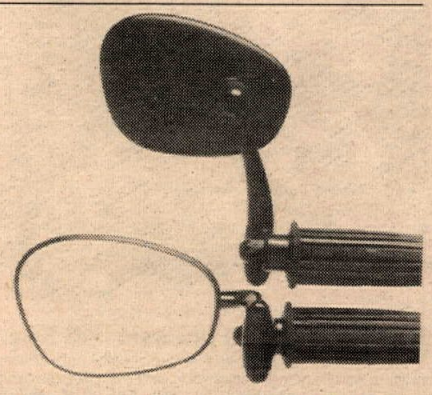

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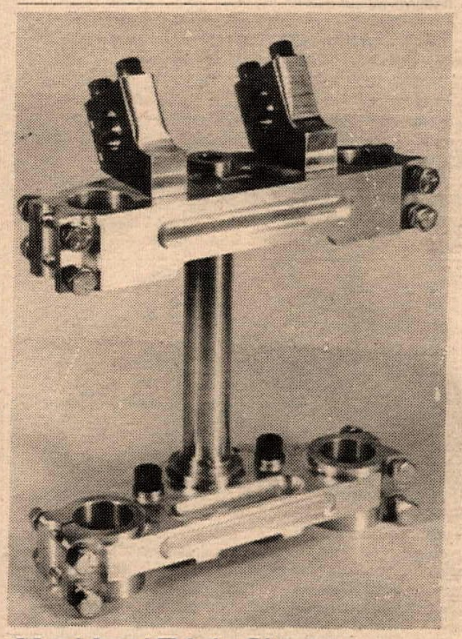

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Below, indicate amount of products and circle the size. Above, print your name, address and credit card number. Make sure you send the entire blank in when you order.

☐ Cycle News Umbrella $3.00
☐ Cycle News Vest $27.95 M XL
☐ New MX Cat T-Shirt $7.95 S M L XL
☐ Original MX Cat T-Shirt $7.95 M XL
☐ Cycle News East T-Shirt $6.95 S M L XL
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☐ Cycle News Joggers $5.95 XS

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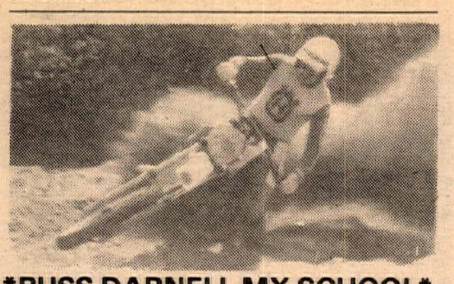
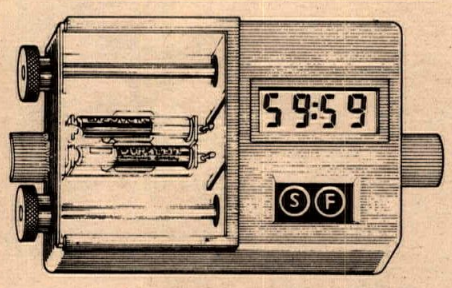
For sale: Brand new G model shock & swingarm, for 250, $400.00/CDI box, $50.00/front master cylinder, $75.00. Everything new! Call after 4:00 p.m. (714) 531-1916. (33/35)



RUSS DARNELL MX SCHOOL
August 22 & 23 — Lake Conroe, Houston, TX. August 24-28 — Dixon, CA. August 31 thru September 4 — Indian dunes, September 7-11 — Arroyo Cycle Park, San Bernardino, CA. August 31-September 4 — Saddleback Park, CA. September 19-20 Dallas, TX. (714) 980-3212 or (714) 565-1414. (25/TFN)

1981 Maico 490 ridden 5 times
I know you read this all the time but this time it's for real. I no longer have the time to ride motorcycles so I am pricing this for a quick sale. $1700. Alan (805) 642-6088. (32/35)



THE COMBO $119.95, clock only $109.95, plus tax, shipping included. Send $2 for complete AA Enduro Products catalog. COUNTDOWN, 22102 Covello, Suite C, Canoga Park, CA 91303. (213) 348-8381. (7/TFN)

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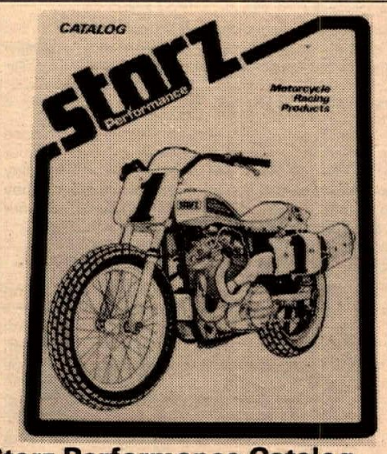

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Grimeca brakes — Marzocchi forks — K & N filters — handlebars — A.R.D. ignitions — Aeroquip hose — champion Racing plugs — and more! Send $1.00 to: STORZ PERFORMANCE, 9344 Oso Ave. 'J', Chatsworth, CA 91311. (34/37)

LOCKSMITHING: Free book. Locksmithing Institute, Dept. 308-091, Little Falls, NJ 07424. (34/36)

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YZ-50 stock, w/spec. suspension in storage for 9 months. Hi-Point Boots like new, two-pr., size — boys 2 & 5. Very reasonably priced. (714) 596-5726. (34/36)

Trials Bike
Fraser/Honda English replica — brand new — $1500. (805) 497-6021. (35/36)

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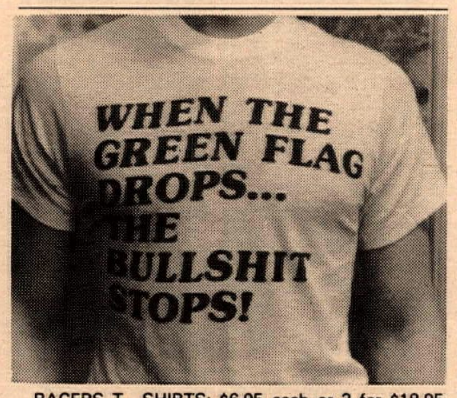

RACERS T—SHIRTS: $6.95 each or 3 for $18.95, includes postage. Small, medium, large, x-large. Free catalog available. T-SHIRT COUNTRY, Box 826, Hewitt, NJ 07421. (201) 728-3950. (34/35)

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Must sell — 1977 Kawasaki KZ1000, $1,390. 1977 Kawasaki KZ900, $1,290. Buy both for $2,500 cash. Rt. 5, Clinton, Ark. 72031. (501) 745-2563. (34/35)

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Selling at dealers cost or best offer. We don't sell the bikes, so we don't need the parts. Inventory includes cylinder heads, pistons, rings, carburetor parts, gaskets, rods, etc. for model years 1973 to 1978. Over $7,000 worth of parts. contact Doug Fraleigh, CYCLES FAIRFAX, 11101 Main St., Fairfax, VA 22030. (703) 591-8420. (34/36)

78-81 XR-XL Honda 75-200R Parts
Tanks, shocks, swingarms, frames, airboxes, tires, forks, triple clamps, electrics, fenders, carbs, pipes, mirrors, wheels, spokes, comp. Terry fork kits, 11" Simons, dampner rods with neg springs, will ship. After 6 p.m. M-F, NE Ohio, Rick, (216) 729-0678. (34/37)

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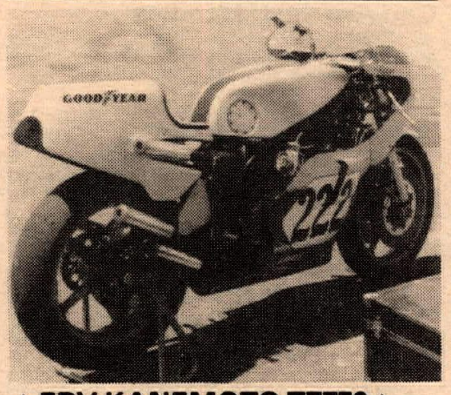
700 miles, absolutely flawless, non-federalized Euro model. Phantoms, 2 seats, 1981 Okla. tag/title. Never raced. Car wreck forces sale. $7,000. Call Chris, (405) 755-1646 or (405) 942-8560. (34/35)

STARACER YAMAHA: 250 MXB lower, 1977 YZ Viper top, David Jones novice bike. Extremely fast. Motor fresh. $1,800 or trade for 500. (912) 232-1067. (34/35)



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Best TZ750 in the country, one of a kind. All new spares included. Call for details & price. Days (916) 685-7141 — eves. (916) 392-3396, Kerry. (34/35)

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Perfect beginner bike, 3 speed, automatic, ridden only a couple of times, like new condition — $350. (714) 687-7595. (34/35)

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Excellent condition, stock bore, Metzeler, Gunnar Gasser, ridden only a few times — $825. Days (213) 537-9000 ext. 488, nights (714) 687-7595. (34/35)

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Black — like new! Only 5 miles. DG headers, $3,000. Call Mark at DG PERFORMANCE (714) 630-5471. (34/TFN)

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DG pipe, very good condition, $300. ALSO: 1980 Honda Express, like new, 42 miles, $300. Call Mark at DG PERFORMANCE (714) 630-5471. (34/TFN)

SAVE 10% PLUS!
On parts & accessories while you own the bike when you buy a new or used Maico from DMG! * We love Maico trade-ins or we will sell your bike on consignment. * We have the largest inventory of all Maico parts & accessories IN STOCK! * Daily UPS ANYWHERE. * Complete machine shop & welding services. DMG MAICO (213) 833-1301. 1553 S. Pacific Avenue, San Pedro, CA 90731. (34/TFN)

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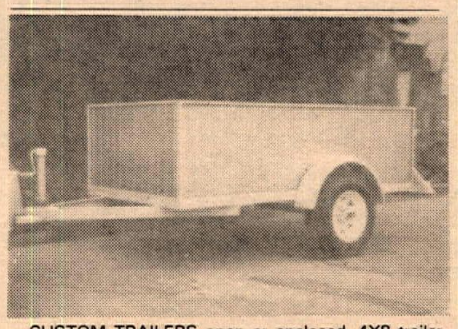

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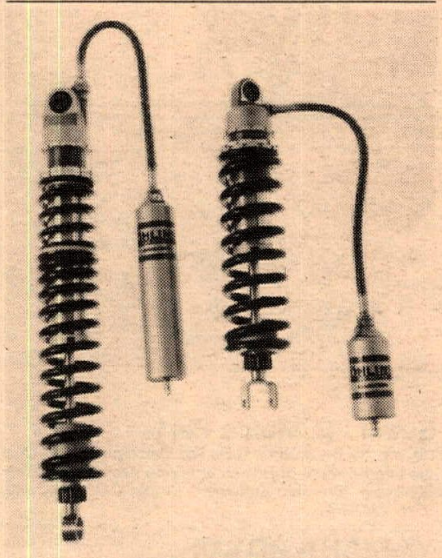

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Order one now and receive a six month FREE LABOR REBUILD! Ohlins new dual stage valving for Husqvarna & Suzuki. Monoshock modifications for woods or MX. Pro-Link, Floater & Uni-Trak larger hoses and dampners available. JOHN FERO RACING, 220 North Western, Spring Valley, IL 61362. (815) 664-5236. (34/35)

'81 Team DG YZ125H
DG Pro Kit, triple rate shock, ● featured in August MXA; $1,000. Call Mark at DG PERFORMANCE (714) 630-5471. (34/TFN)

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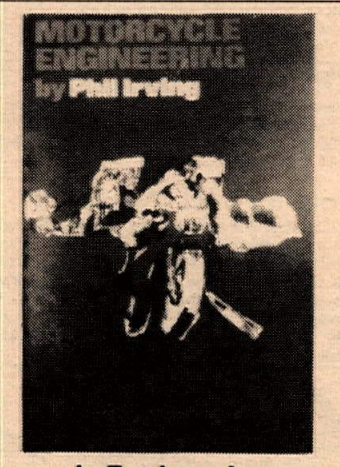
Must be sold soon, perfect condition. Lockheeds, Lectrons, Dymags, wide frame and swingarm, many extras, many spares. Price negotiable. (714) 440-0214. (34/35)



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RM80N	79.00	45.00
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YZ125E	89.00	50.00
YZ100 C/D	89.00	50.00
YZ125 C/X	89.00	50.00
CR125R '79	89.00	50.00
CR250R '79	94.50	55.00
DG STREET EXHAUST		
CB750K Black Chrome	$204.50	$100.00
CB750F '78	204.50	100.00
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'80 KX80	155.00	95.00
YZ80E	189.00	120.00
YZ80F	189.00	120.00
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XR80 S/A	155.00	95.00
BIG BIKE SWINGARMS:		
YZ100 E,F,G,H	$205.00	$140.00
RM100C	189.00	120.00
RM125 N/T	189.00	120.00
'79 CR125R	189.00	120.00
YZ125F	205.00	140.00
PE175 N/T	189.00	120.00
YZ250/400E	205.00	140.00
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Yellow Pro Flows	19.00	6.00
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YZ80 E,F 428	41.50	20.00
CR125R '79 520	41.50	20.00
YZ125 D,E,F 520	41.50	20.00
RM125 N/T 520	41.50	20.00
CR125 77-78 520	41.50	20.00
STAGE II FILTERS		
RM80 B,C,N	$9.50	$4.00
RM250/400N	9.50	4.00
YZ250E	9.50	4.00
YZ125F	9.50	4.00
YZ250/400F	9.50	4.00
CR80R '78-81	9.50	4.00
CR125R '79	9.50	4.00
CR250R '78-79	9.50	4.00
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YZ250 D/E	$21.50	$6.00
CR250R 78-79 (white only)	21.50	7.50

For more information call (714) 630-5471
Dealer Inquiries invited

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● Include $3.00 shipping on all orders
● Send orders to:
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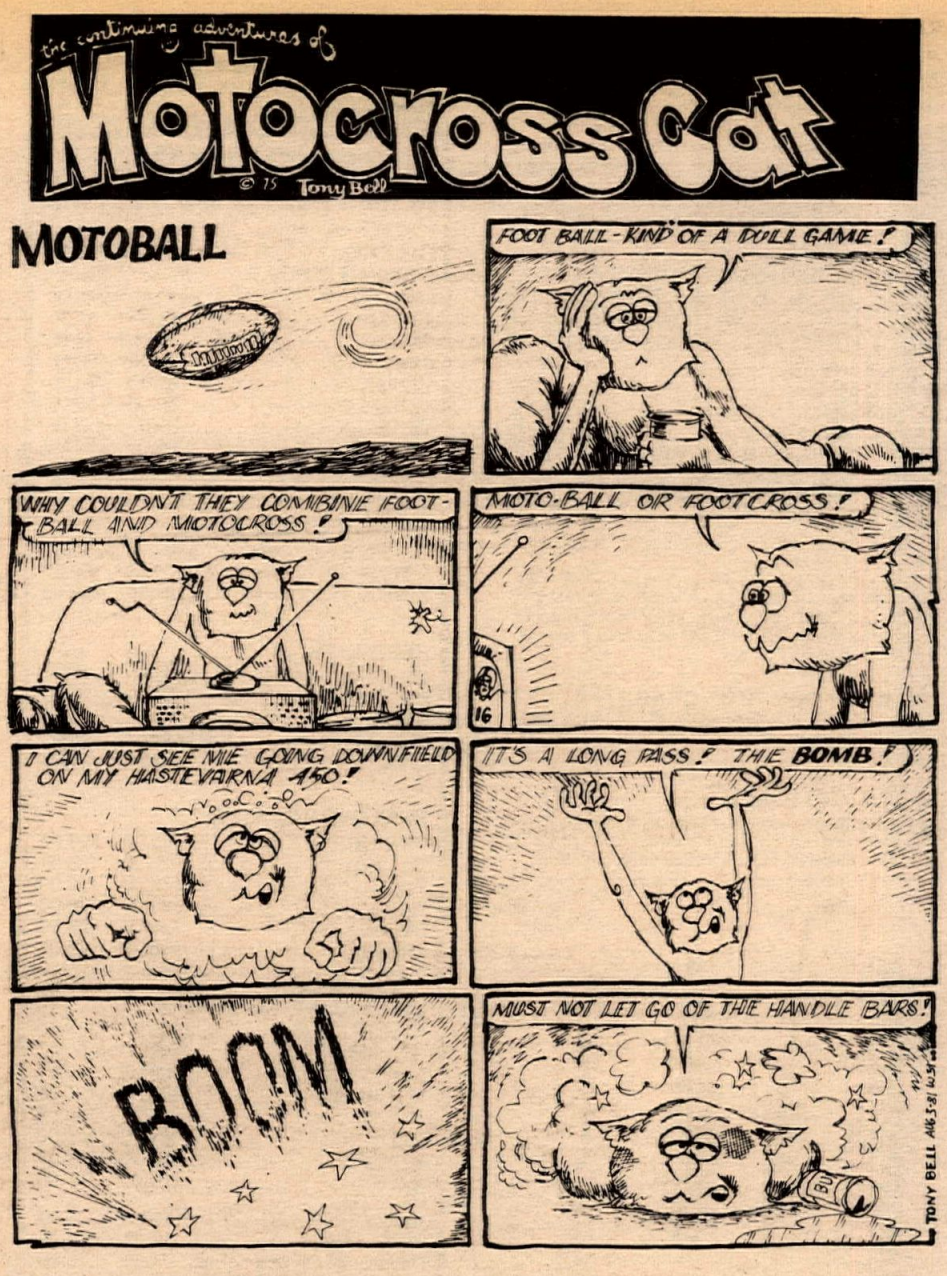

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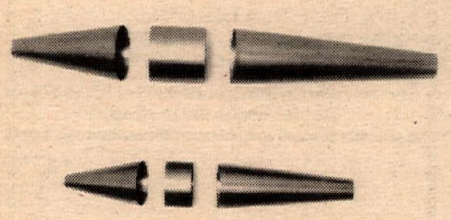

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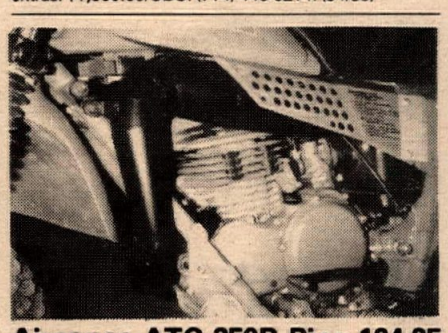

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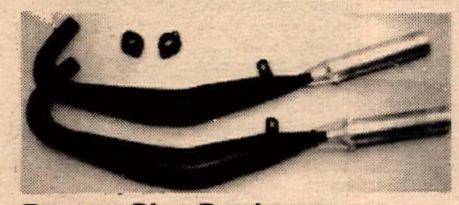

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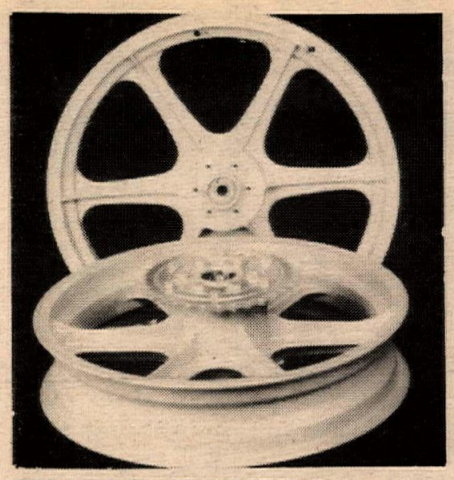

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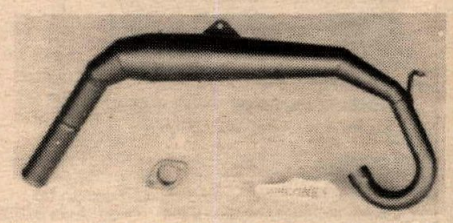

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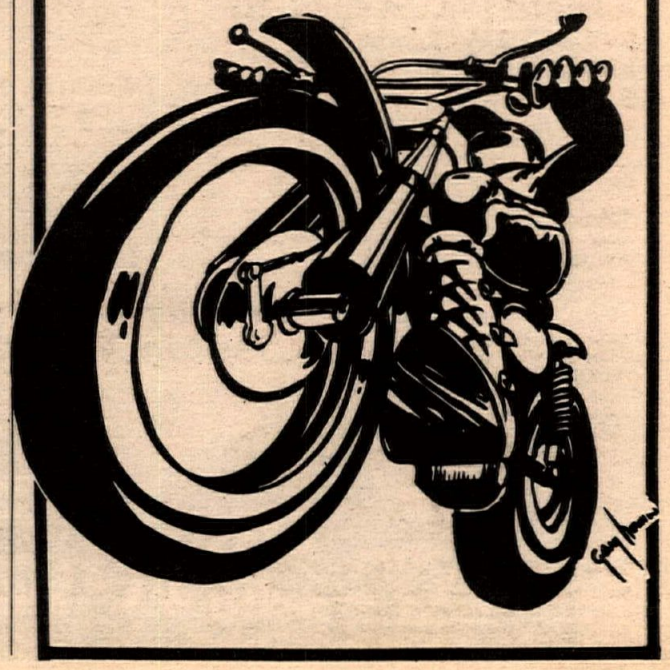

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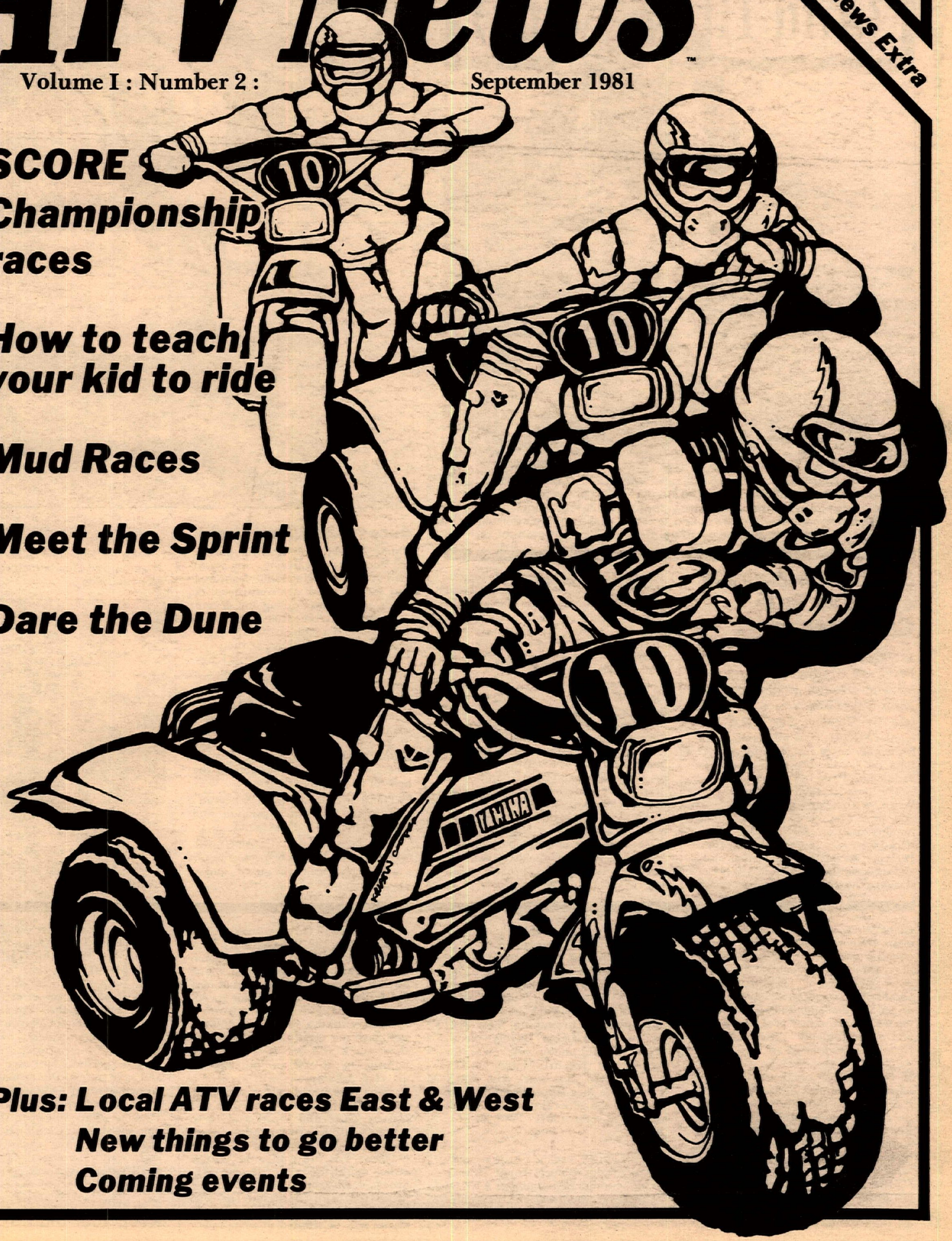
ATV News™

A Cycle News Extra

Volume I : Number 2 : September 1981



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How to teach your kid to ride

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Meet the Sprint

Dare the Dune

Plus: Local ATV races East & West
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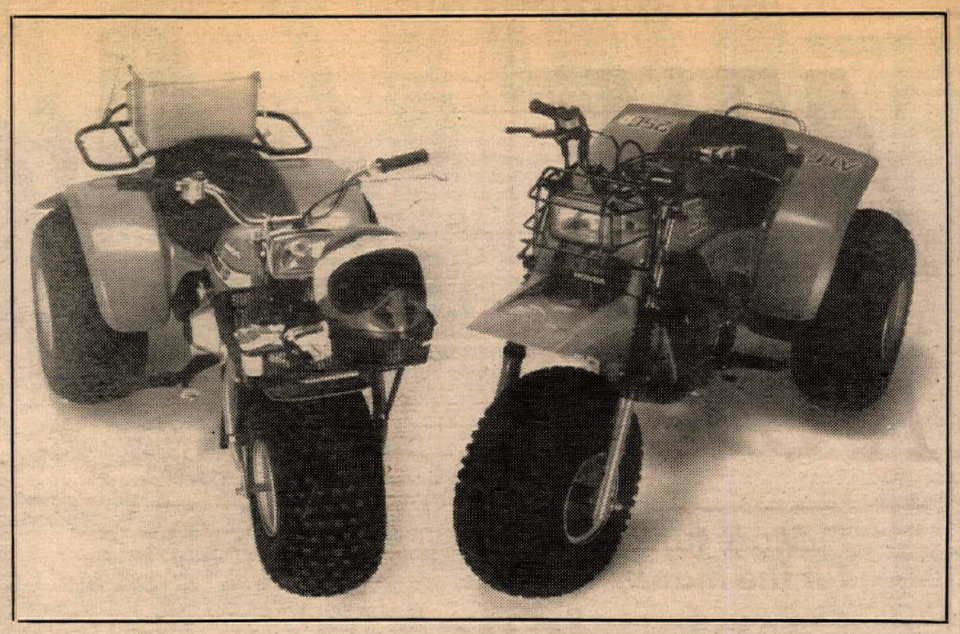
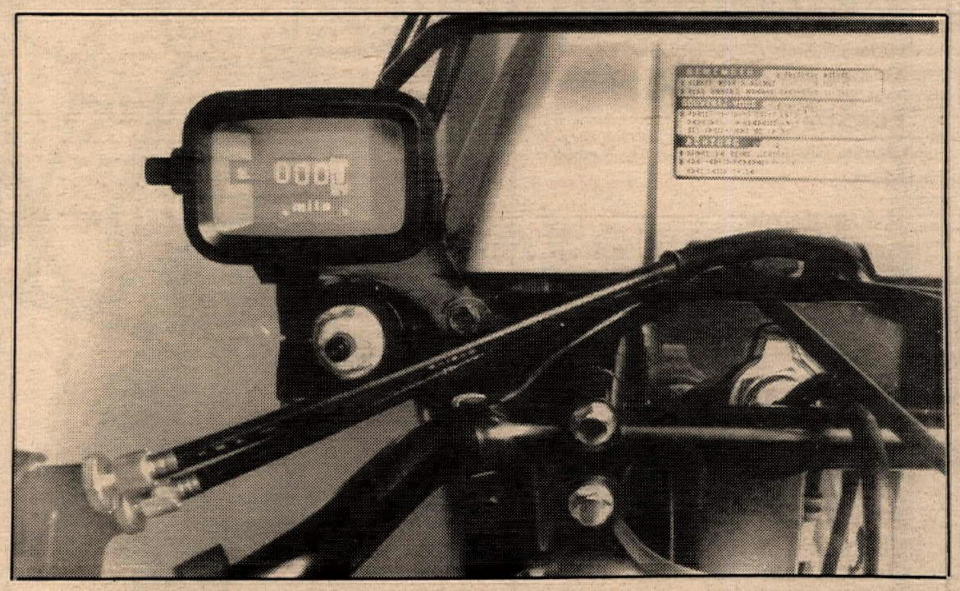
Coming events

All that' vital (and fit t rint)

This versatile 3-wheeler will star in the Honda exhibit at the San Francisco Sports & Boat Show at the Cow Palace, January 8-17. The 22 inch low-pressure balloon tires with a five speed constant mesh gearbox will glide through mud, slush, snow, sand, furrows, steep hills and smooth rocks.





3-Wheeler classes added to Baja Cross series

TUSTIN, CA

Periscope Productions, organizers and promoters of the Auto Haus Baja Cross Series, will add two 3-Wheeler classes to the regular SCORE class programs at the September 19-20 and November 21-22 Baja de Saddleback races at nearby Saddleback Park, in Orange.

The fantastic popularity of the 3-Wheelers that prompted SCORE to add three new classes and the huge number roaming the hills of Saddleback Park every day, set the stage for a Periscope Productions' marketing study and the resulting addition of 3-Wheeler classes to the two remaining short course off-road races of the 1981 season. Periscope's President Rich Kimball and Promotions Director Lane Evans will use the September 19-20 event to sort out tech, scoring and starting procedures to insure a super show at the 1981 Baja Cross Series Championships Final, November 21-22.

For these two events, two classes will be initiated — Class 1 - 0 to 200cc and Class 2 — 201-250cc. At this time, there are not, according to Periscope's recent study, enough qualified riders and cycles to warrant the third class, 250cc and over. "Riverside will show us a lot," Kimball reports, "and could lead to the addition of the third class for the 1982 Baja Cross Series."

Entry for a Baja de Saddleback event will be $40, with a 70% payback. Enter now. For information, contact: Periscope Productions, 2650 Walnut, Suite H, Tustin, CA 92680 or call (714) 544-5450.

Accessories That Verk

Honda ATC110, 185 and 200 owners can add a lot of carrying capacity to their ATCs with Hondaline front and rear carriers. Both are constructed of sturdy, welded steel tubing and designed to haul everything from ice chests to hand tools. A tough, perforated steel basket is also available to be mounted on the front carrier, for packing those smaller items. All three are painted black.

If it's too big for the carriers, there's a bolt-on trailer hitch with a tongue weight of 20 lbs. and a pulling weight of 200 lbs. It bolts securely to the frame through existing threaded holes, with additional mounts to the axle for added strength.

There are Hondaline "Chevron" tread tires for better traction and flotation in mud and loose sand.

And for the go-fast ATC250R owner, there's headlight protection in a sturdy steel headlight guard, and a way to keep track of that cross-country or Baja mileage with a bolt-on, resettable tripmeter.

Look for Hondaline ATC accessories at authorized Honda motorcycle dealers nationwide.

The Thurow family all ride for Hillside Honda in Nice, California. They can usually be found at the ATV races in Petaluma and Shellville.

Giant Shrew Racing Team is a group of six Hollywood movie studio special effects workers who race ATVs at Indian Dunes and Ventura Speedway every other week. They have three Honda 250Rs and one each 185, 108 and a Yamaha 360. They'd like to see more CRC races, new products, photos and more "in depth" articles in ATV News. So would the editor.

If Sand Drags are your bag, you might be interested in Sandrag magazine (tabloid) published monthly by the American Sand Racing Assn., Box 3583, Ontario, CA 91761. Subscription price is $7 per year. Their phone number is (714) 947-6103.

SCORE stands for Southern California Off Road Enterprises and they put on a bunch of bigtime professional races like the Baja 1000 and the recent Riverside bash (covered in this issue). If you want to find out more about SCORE, their address is 31332 Via Colinas, Suite 103, Westlake Village, CA 91362 and the phone is (213) 889-9216.

Southways Race Park in Picayune, Mississippi is promoting their first Sports Rodeo Labor Day Weekend. They've held motorcycle races for years and recently added ATC, Odyssey, etc. flat track and BMX races. The idea is to introduce these sports to the general public. Time is short, so call (601) 798-8296 for details.

Tony Lenzine began a trip recently from Toledo, Ohio to Nome, Alaska in his Scrambler Amphibious ATV. If he makes it, there will be a new entry in the Guiness Book of World Records. Stay tuned.

3-Wheelers and Odysseys make their debut during the National Dirt Tack Association's '82 Spring National Dirt Track Championship. The Spring Nationals will be held March 3-4-5, 1982 at the Ocala Motor Speedway in Ocala, Florida. Class winners are guaranteed a minimum of $100 per class, per event during the three short track and one T-T races. In addition to the cash and other prizes all class Champions will receive a personalized award custom made for them. 3-Wheelers are divided in two classes; 200cc and Open and these will be "Run what ya' brung" classes (except knobbies not allowed). The Odysseys will run under the ORCA rules established for classes: #1-Stock, #3-Modified, #5-Super Modified and Mini-Sprint #6. Entries in these and all motorcycle classes will be limited so write today to the National Dirt Track Association, Box 5341, Orlando, Florida 32855. For instant info call Ron Dee, (305) 841-4055.

Marv Hendricks, owner of Saddleback Park, and Yamaha's Power Products Dept. are extending an invitation to all race kart dealers, owners and prospective buyers to visit and "test" his new speedway kart race track..... and take part in the formation of an all-new southern California dirt racing organization, support (in part) by Yamaha. Marv will open the quarter mile speedway track all day Saturday, Sept. 12, for the exclusive use of karters and "interested parties." The small gate charge will entitle you to full use of the track all day. •

Keep your thumb on it!

ATV News

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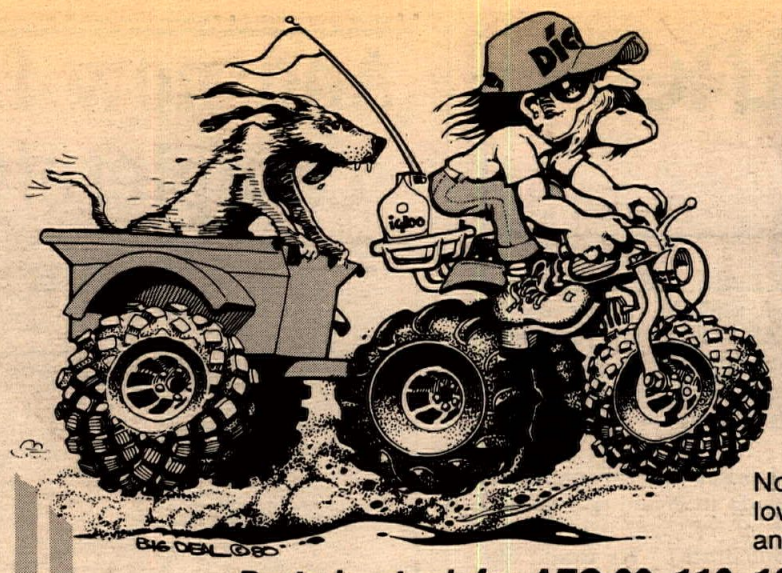

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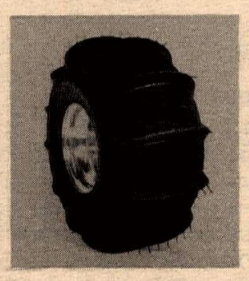

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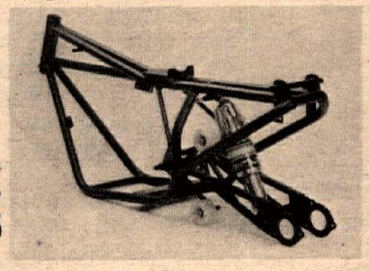

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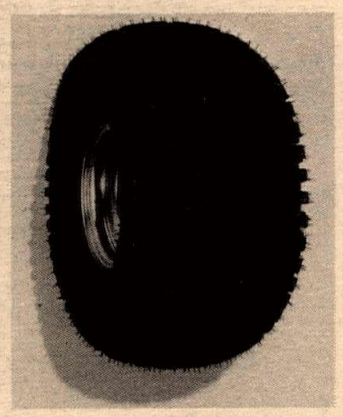

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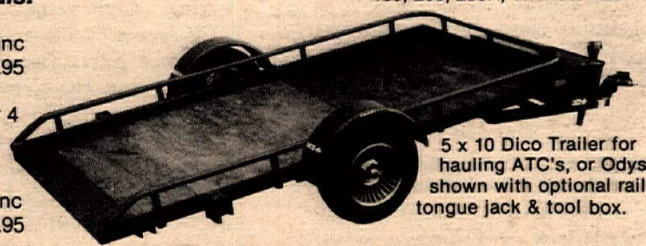

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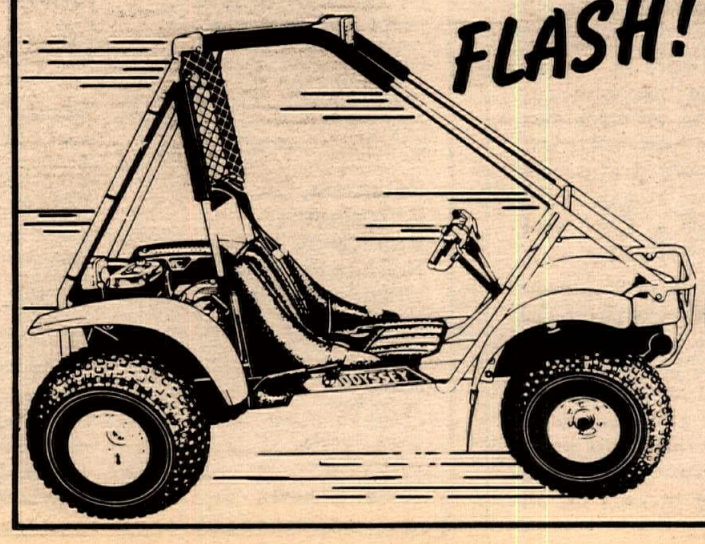

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Letters to the EDITOR

Last June, when we published our first ATV News Extra, we surveyed the readers of Cycle News. Over 200 of you kindly replied, and the results told us that we ought to continue our coverage of the new ATV sport via this extra inserted in your regular weekly Cycle News once a month.

Twenty-six readers objected to ATV News hitching a ride with their favorite motorcycle newspaper. Twenty feared it would take valuable space away from the regular coverage of two-wheelers. The publishers promise this will not happen. Six said they had no interest in "fat tired toys." Well, we hope that those six will recycle this section or use it to line the birdcage.

Of those who want ATV News, these were some of their comments:

"We have a lot of racers in our shop. There is a huge interest in three-wheeling in our area, both racing and trail riding." Hoffy's Honda, Indiana.

"I think ATVs are becoming very popular. I would like to see tests and tech articles on ATCs. I also would like to see racing coverage. I think ATV News is great!" Chris Bradford, California.

Most of the survey replies were from people who already own ATVs, but not everybody: "Even tho I don't own or ride 'em, I am interested in ATV News. My interest began when I was a technician in a Honda store and we were hopping 'em up. I know they're fun." Steve Ginthum, California.

A lot of replies cited the rapid growth of the fat tire sport:

"Three-wheeling has been growing here for the last three years. The ATC 200 and 185 and 250 are big and fast enough to get a lot more people interested. We ride all fall and winter, two times a week, where 20-40 people meet. Most ride 3 or 4 times a week. My wife started riding this year, and rides with her friends. I enjoy three wheeling very much and I bet it will be around for a while." Bill Riddle, Iowa.

"I've been beat up by bikes over the years. I like to play off-road safely. An Odyssey with a snowmobile engine sounds exciting. I'd like to find a distributor and a place to ride in Northern Ohio." Paul Suloff, Ohio.

"We ride them in the east, too! We have this small lake (Michigan) which has some fine dunes." Gary Beaudoin, Michigan.

"It's a strong, growing sport. I'm organizing an ATC club. *Cycle News* wants to report the first of a fast growing sport, don't you?" Joel Reasons, Buford, Georgia.

"ATV racing seems to have started gathering momentum, and I am interested. I also have many friends with 3-wheelers and we all race motocross on 3-wheelers." Craig Donner, Illinois.

"It's just curiosity for me, but exposure could interest some who read my news. Broaden the base, man! They're cycles, ain't they? They're ORVs, ain't they? More activists joining forces. We need all our kind politically, rallying around." Marshall Vargas, California.

"I'd like to see major race organizations sponsor three-wheeler racing." Mike Foytik, Texas.

"I'm sure it's going to catch on strongly. An ATV News, if only monthly, would be good to see!" Mundt's Sports Center, Wisconsin.

"Ody and three-wheelers are coming on strong. Gotta hear more about them. Our day has come!" Ray and Beck Henry, California.

Don Fuller, owner of R&R Services in Fillmore, Utah would like to read more ATV News "To help promote ATVs in the area as an all around race, play and work vehicle. It will help understanding and generate work."

Terry Richardson of Alabama works in a local Honda shop and is "Involved in all types of offroad trike riding (including hillclimbs)." He would like to know "what's going on in all areas of riding."

Jim Petranek of Montana has a new ATC 200 and needs to know where to get new products for it.

"How about some oval racing results of mini sprints? We race them in IA, MN, S.D. and N.D." Robert Fullerton, Iowa.

"I have owned two three-wheelers and one Odyssey and really have enjoyed them. I've also noticed more ATVs around lately, so I really liked ATV News." Tim Ekas, Penna.

"As magazines and newspapers do more testing and promoting, the factories might do more developing and make ATVs better." Jeff Jungquist, Washington.

Frederick Hinkson of Pennsylvanika says that, with ATV News included, "*Cycle News* would become even a better motorcycle newspaper."

Alan Kerlick of Oklahoma wants ATV News "To keep up with new performance parts and new trikes on the market, and the growing competition of the race world."

"In order for more sanctioned events to come about, more exposure of model lines is needed. Three-wheeling can be just as competitive (and fun to watch) as any other motor sport in the U.S. today. Tomorrow, the world!" Jeff Johnson, California.

ATV News "is a nice new stimulator to the world of motorcycles. We need the variety." John Chatters, California.

Mouse's Repair Service of North Carolina likes ATV News "Because it has to do with racing, and we love any kind of racing."

Ray Anderson of California likes to check out the latest accessories, etc. "Three wheeling is going to be the biggest thing out there!" he predicts.

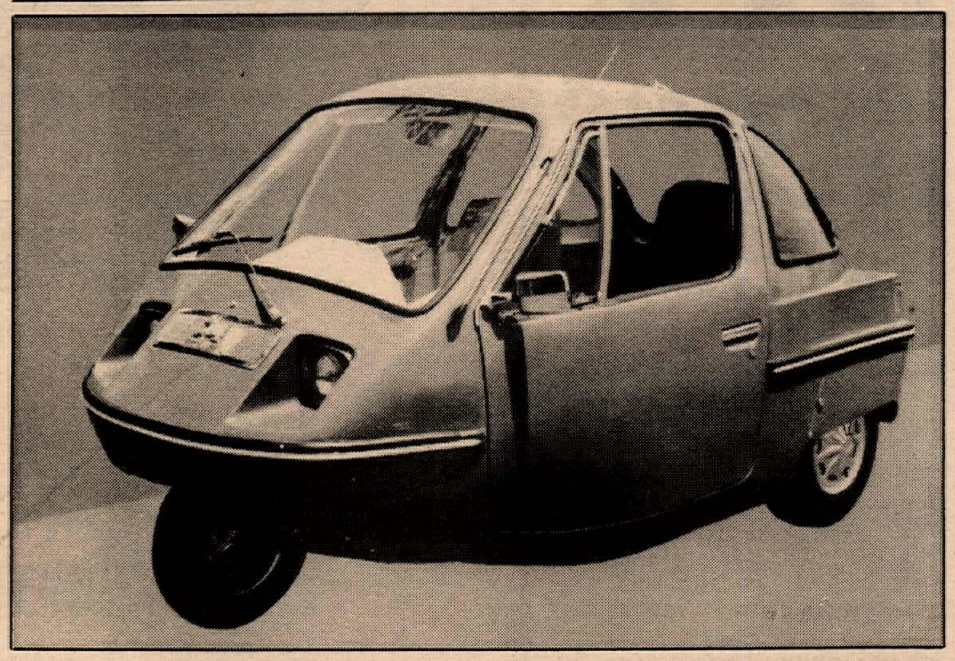
"We need more ways of informing all owners exactly what's happening. *Cycle News* is great. If ATC News could be as good, it would be the best thing since fat tires!" Phil Pinella, New Jersey.

Greg Barbre of California "Would like a source of info on getting into racing and racing events, etc." A lot of Californians surveyed want to read about the racing that is already so popular in that state. "We are entitled to the same coverage motorcycles get," writes Wilbur Eveland.

"It seems that ATVs are in a 'gray area' of coverage. The bike publications don't really take us seriously and the same with 4x4 or off-road magazines or papers. We are merely dismissed as having 'toys' not racers. I race CRC events as well as CMA and love it all!" Oscar Will, California.

Maureen Daspit Daniels of Southwest Race Park in Picayune, Mississippi owns a Tri-Moto . "We are now racing ATVs, 3-wheelers, Odysseys and go karts on second and fourth Saturday nights," she writes. "I think it would be a great idea to have their own newspaper. It would create a lot more interest. Our races are picking up all the time."

And now for something completely different...



According to the laws of most states, this vehicle would be called a "motorcycle," since it has less than four wheels on the ground. But its makers, Convenient Machines, Inc. of New York City, call it a car, and we agree. It has a steering wheel, doors and a roof, and seats two people side by side. That makes it a car by our definition. But it is obviously not your usual economy car. The Cub, as it is called, is aerodynamic as an egg, has a steel frame with rollbar and a fiberglass body. The engine is a four-stroke of undisclosed displacement with electric starter and two speed automatic transmission. All it needs is fat tires. Manufacturers claim it gets 80 miles per gallon at 40 mph. Production is scheduled to begin this fall and Convenient Machines hope to have 500 dealers signed up by year's end. Retail price has not yet been announced. For more info. they are at One Penn Plaza, New York, N.Y. 10001. (212) 594-6895.

AFTER THE VICTORIES

Motocross Downs
Buffalo, MN
Aug. 2, 1981
By Rolfe Otterness

THREE-WHEELER 250 CLASS
Patrick Dresel
Rodeny Brelwick
Jim Deschenes
126-200 CLASS
Jim Winiecki
Bill Kyrsinski
Marc Vandrin

Petaluma, CA
Fairgrounds
Speedway
Results courtesy
Hillside Honda
July 5, 1981

CLASS I
Dan Moyce
John Gomes
Bill Robbins
CLASS II GROUP 1
Chuck Fleming
Jim Wade
Tim Brennan
CLASS II GROUP 2
Jim McHemy
Kevin Verhe
Tim Fleming
CLASS III
Eddy Brown
Gordon Conkle
PP
CArolyn Caples
Cindy Condren
Lennie Thurow
KIDS
Bobbie Thurow
Mike Hollman

Shellville, CA
July 12, 1981

CLASS I
Dan Moyce
Bill Snow
Brad Capels
CLASS II
Chuck Fleming
Don Chase
Ed Lopus
CLASS III
Gordon Conkle
John Cofer
Jeff Bradshaw
PP
Kathy Morton
Cindy Condren
Lori Leach
KIDS
Bobb Thurow
DAvid Chase

Shellville, CA
August 2, 1981

CLASS I
Steve Miller
John Gomes
Dan Moyce
CLASS II
Eddy Lopus
Bob Morton
Mike Jones
CLASS III
Gordon Conkle
Scott McNair
PP
Kathy Morton
Lori Leach
Lennie Thurow
KIDS
Bobbie Thurow
Si Cacy
Mike Hollman, Jr.

ATC TT Scrambles
Square Deal Riders
Binghamton, NY
July 19, 1981
By Larry McBride

Alan Brown	Hon
Ben Cobb	Yam
Joe Swanson	Hon
Tim Williams	Hon
Ted OcConnor	Hon

(Continued to page O)

thumb fun

By Chuck Clayton

As we go editorially into the what, who, where, when, why and how of ATV land, we anticipate a fun ride. ATV, by our definition, means several things. It stands for All Terrain Vehicles, of course. Thanks to their fat, flotation tires and light weight power, ATVs can go places that would defeat other modes of transportation.

ATV also stands for Alternative Transportation Vehicles, in our dictionary. Definitions are loose, because ATV is a new phenomenon of the Eighties (80V). Every so many years a new form of motorized sport takes its place among the good things life offers. ATV News plans to concentrate on the multi-wheel fat tire, thumb throttle sports vehicles and oddities, because that is the new territory.

We have copyrighted the trademark ATV News to apply to this extra addition to *Cycle News* that will come out monthly at no extra cost to the readers of *CN* East and West. There are other magazines covering the 3-wheel and Odyssey field, and there may be more in the future. What makes ATV News different from the rest is the newsiness of the information. ATV News will get the news to you first. While other magazines are still being manufactured, ATV News is being delivered to you.

"More fun for the money" is the motto of ATV News. My idea of fun is safely testing my and the machine's limits of durability and control at speeds that tach my heart to the redline. ATVs are different. They're routinely used to humiliating expert motorcycle riders. I am a perennial novice by profession, so I took to ATVs like I do with any new motorized sporting goods — nervously.

Craig Vetter, the motorcycle designer, was the first person I called when I was tapped for this job. Craig has three ATC 110s that he uses for odd jobs around his mountaintop design studio. He jumped at the chance to turn me out on them at nearby Pismo Dunes. After a few hours of trying to master the peculiar handling characteristics of the little thing, running over my feet, falling off, etc. I hurt in muscles I didn't know were there, my pockets are full of sand, and I am stoked over a great new sport that is just getting started.

I think a lot of other motor sports enthusiasts will feel just as excited over this new thing once they try it. We hope, through ATV News, to help generate more organized races around the country, to inspire the manufacturers to better efforts, and to stand up to the Druids who wish to ban offroad sports wherever they can.

ATVs are starting life with a clean slate. They have opened up terrain where no vehicles have been able to go before, and it is all of our responsibility to keep these areas open. We know from our motorcycle experience what is needed to keep this new sport in good with the general public — exhaust muffs, individual responsibility, self control.

Often in error, but never in doubt, the editors will try and make ATV News just as good as its parent publication in the months to come. •

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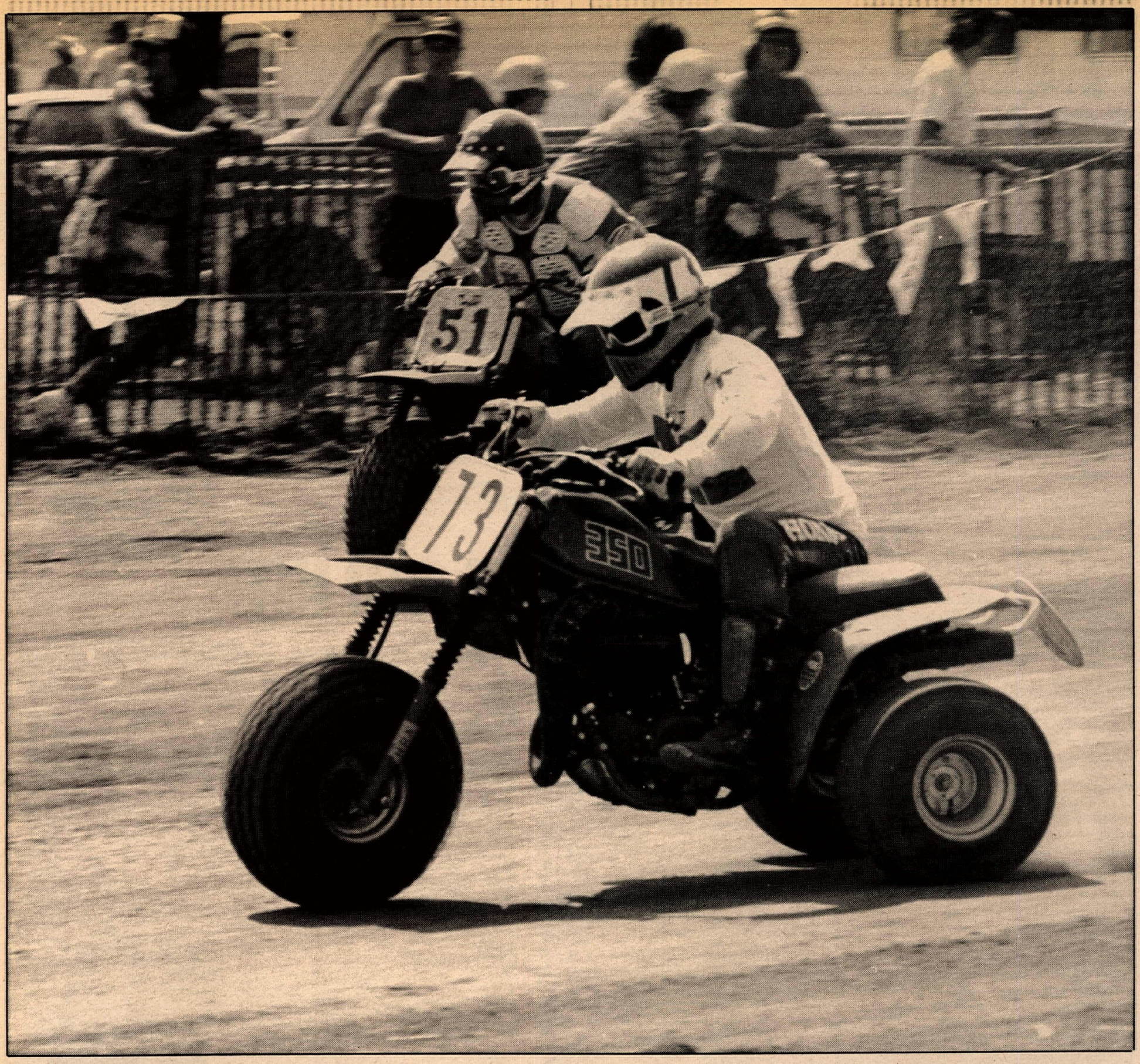


Dean Sundahl (73), Class III winner and second overall on a prototype ATC350R, duels with overall and Class II winner Mark Weixeldorfer in the early going.

Bridgestone/SCORE Off-Road World Championship

Wax wicks it at Riverside

By Mark Kariya
Photos by Charles Morey and Kariya

RIVERSIDE, CA, AUG. 9

Mark "Wax" Weixeldorfer, winner of the SCORE Baja Internacional ATC class with American Honda teammate Dean Sundahl, made it two major wins in a row as he grabbed the Class 3-Wheeler II (250cc) and overall laurels at Riverside International Raceway's Bridgestone/SCORE Off-Road World Championship. Sundahl made him work for the lead in the first half of the race as they swapped the point position back and forth, but settled for second overall, first Class 3-Wheeler III (Open) on a prototype ATC350R, basically a 250 with a bigger top end "...built specially for this race."

Nicholson Racing Honda-mounted Curtis Sparks topped Class 3-Wheeler I (200cc) on his ATC185S after early class leader Tracey Dickson DNF in the late going with a reported broken front end on his Dickson Design & Development Yamaha YT125 Tri-Moto fitted with a screaming YZ125H water-cooled motocross engine.

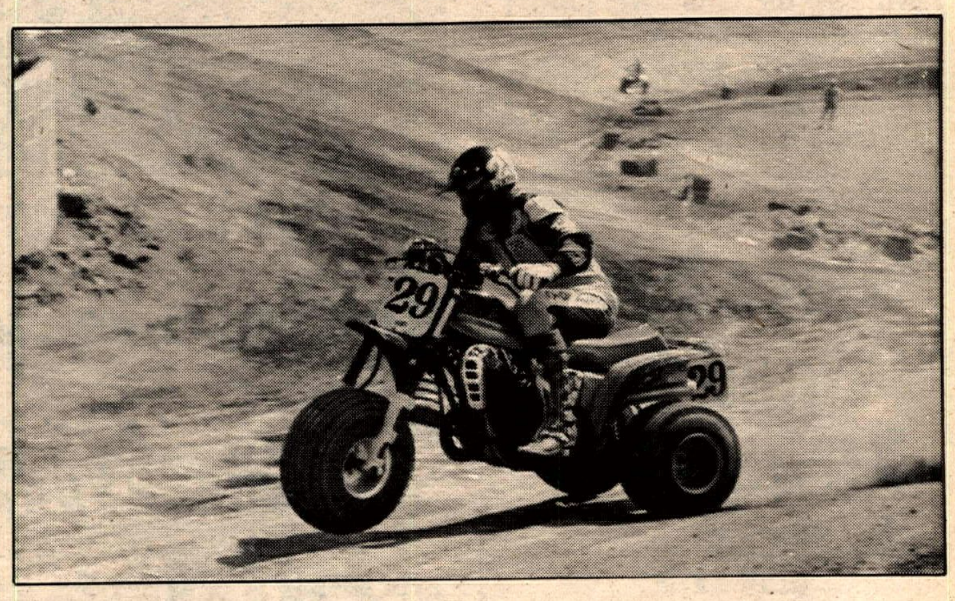
The race marked yet another milestone in both three-wheeler and SCORE competition as it was the first time three-wheelers have competed at SCORE's Riverside event and the first time that there has been more than a single three-wheeler class in a SCORE race. In previous SCORE races, the ATC class was an anything-goes affair, and the entrants chose Honda ATC250Rs. In order to ensure competitiveness of riders choosing other brands and/or models of trikes, the three-class format was chosen for this race.

The purse promised to be the largest to date for three-wheelers. American Honda posted a $2250 cash bonus to Honda riders in all three classes, Yamaha put up $1400, and there was a 50% cash payback on entries which totaled 57. In addition, the race was run just before the Pepsi Challenge of Champions race for Class 1 (unlimited single-seat) cars and the Heavy Metal Challenge for Class 8 trucks, ensuring good exposure to a sizeable crowd.

Run on the same 1.5-mile course as the four-wheelers and bikes, Classs II and III started in the first wave, Class I taking off in a second wave moments later. As they headed toward the first turn which was preceeded by a ditch, one of the lead riders apparently neglected to shut off and tumbled heavily which put him out of the race, starting

(Above) Steve Wright (2) banzaied his way to second in Class I. Third place Tom Gaian is beside him. Class I winner was Curtis Sparks (below).

(Above) Weixeldorfer, passing an unidentified rider here, outclassed the field on his '82 ATC250R. (Below) Ken Harayda slid his way to second in Class II.



a dusty chain-reaction pileup that felled several others and scattered the pack. "All I saw was bikes tumbling through the dust," said Class II competitor Fred Wing. "It sure screwed up my line," he added with a laugh.

Sundahl led the action as the pack sped through the asphalt sweeper that is turn six of Riverside's road course. Weixeldorfer moved to a threatening second on his '82 ATC250R as they completed the first of 10 laps with Holiday Honda's Rodney Shedenhelm a lone third. Barney Johnson headed a short freight train fighting for fourth, keeping his Mugen USA-backed 360 Mugen/Honda ahead of Class II rider Ken Harayda on a Tucson ATC Supply Honda and Harry McDermott on the *3-Wheeling* Magazine project ATC/Huntington Honda/Mugen/Trinity Cycle American Honda/Frame Werkes entry. (On the parade lap, stray baling wire on the course suddenly wrapped itself around his leg and pulled him off leaving him a bit shaken.)

The race up front got tighter over the next few laps as Weixeldorfer inched closer to his teammate. Finally, Wax saw an opening and shot past Sundahl in the dirt seciton just before turn six as they started lap four. After that, Weixeldorfer continued to stretch his lead a bit each lap with Sundahl content to follow: "I didn't want to crash, just get first in my class."

"I didn't know what would happen at the beginning," admitted Weixeldorfer. "I got off the line about fourth or fifth...and just stayed with my teammate. We were having fun; he was my only threat."

Harayda plugged himself into third after the halfway point and had no trouble staying there to the end of the race. Johnson got his Class III trike around McDermott with a couple laps to go to end up second in class, fourth overall. Honda's Mike Chester worked his way up to sixth overall, fourth in class after four laps, holding it to the finish.

In Class I, Dickson had hustled his yellow buzz bomb past many of the Class II trikes that started ahead of him and was as far up in the unofficial standings as seventh overall on lap six before dropping out. Sparks took the class lead and win after that, also finishing seventh overall, unofficially, ahead of Class II entrants Gary Menefee, California Off Road Cycle's William Trotter, Mugen's "Dirty" Derrick Davidson (the third and final Class III rider), Mike Sherman-sponsored Michael Cousimano and Mike's Trikes of Claremont/Torco/Danny's Machine/Robby Martion Spec.-backed Perry Thompson.

The next Class I finisher followed, 3-B Lightning/Trick Enterprises rider Steve Wright on one of the few Yamahas in the race. Third in class went to Tom Gaian on an American Honda/Smitty's ATC/Dickson Design bike, right at the class limit of 200cc. Gaian did it the hard way as he lost his seat on the first lap. Despite suspension, he took a rough ride yet looked fresh afterwards.

Weixeldorfer's winning average speed of 42.260242 mph was quite respectable, beating Ivan Stewart's Class 8-winning 41.942 and many other four-wheeled cars. The Class 1 cars at 47.89 and the bikes at 48.324 were the fastest vehicles of the weekend.

"Thanks to (SCORE President) Sal (Fish), it all happened," said Weixeldorfer in a post-race pressroom interview. "I'm extremely glad; it's opened up a new frontier for us." A former motocrosser, he declared, "When you're 20, it's time to quit two-wheelers!" ●

Results

CLASS I (200cc): 1. Curtis Sparks (Hon); 2. Steve Wright (Yam); 3. Tom Gaian (Hon); 4. Robert Snaith (Yam); 5. Mike Balmos (Hon); 6. Tony DePhilips (Hon); 7. Sam Coe, Jr. (Hon); 8. Ron F. Benson (Hon); 9. Vernie Rohrer (Yam); 10. Marc Blount (Hon); 11. Rick James (Hon); 12. Brian Mole (Yam); 13. Gary Braddy; 14. David Peterson.

CLASS II (250cc): 1. Mark Weixeldorfer (Hon); 2. Ken Harayda (Hon); 3. Harry McDermott (Hon); 4. Mike Chester (Hon); 5. Gary Menefee (Hon); 6. William Trotter (Hon); 7. Michael Cousimano (Hon); 8. Perry Thompson (Hon); 9. Terry Wasluskas (Hon); 10. Wes Arnold (Hon); 11. Bob Massari (Hon); 12. Fred Wing (Hon); 13. Michael McDowell (Hon); 14. Rodney Shedenhelm (Hon); 15. Paul D. Williams (Hon); 16. Raymond Bitney (Hon); 17. Timothy D. Campbell (Hon); 18. Rick Wallace (Hon); 19. Anthony Van Zeyl; 20. G.T. Gowland (Hus).

CLASS III (Open): 1. Dean Sundahl (Hon); 2. Barney Johnson (Mug); 3. Derrick Davidson (Hon).

WINNER'S AVERAGE SPEED: 42.260242 mph.

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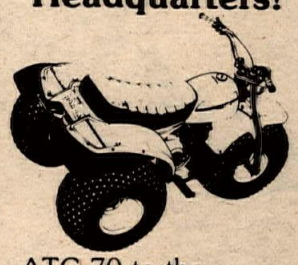
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Top: Hayley, age 4 and already an accomplished rider, takes a friend around backyard track. Bottom: Adjust throttle limit to just over idle at first.

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Kids on three wheels:

Teaching small children to ride ATCs

By John Ulrich

It doesn't take kids long to figure out that something is fun. Anybody who has ridden an ATC around children knows that's true. And any parent with an ATC knows that kids love to ride on three wheels.

The problem comes when the kids want to ride all the time. Constantly hauling junior around means Mom or Dad has to go slow and avoid giant slides, wheelies and two-wheeled turns. One answer to the problem is to get a small ATC, teach the kids to ride, and turn them loose.

All sorts of safety equipment for children is now available, thanks to the popularity of minicycle racing, and it's possible to spend hundreds of dollars outfitting a child in padded riding pants, leather boots, trick jerseys, shoulder pads, gloves, helmet and goggles. A lot of the trick motocross equipment for kids is overpriced and quickly outgrown, for example boots, and it's often hard to justify spending wads of money on specialized racing equipment for a kid who will be riding recreationally.

One piece of equipment that cannot be ignored, however, is a helmet. Studies of motorcycle accidents financed by the U.S. Department of Transportation show that any helmet is better than no helmet, and that the biggest difference in injuries is seen between riders with helmets and those without helmets. That being the case, a $29.95 plastic helmet from the local discount store can go a long way in insuring a kid's safety in case of a tip-over. For maximum protection parents can spend $90 for a full-face, laminated fiberglass Bell Mini-Moto helmet. Other helmets are priced in between these two extremes. Helmets are available in a wide range of sizes to fit just about every kid old enough to hold his head upright with the extra weight of a helmet, i.e., from about 22 months up.

Bring home a Honda ATC 70 and small children will be falling all over themselves getting ready to take a ride with Mom or Dad. But suggest to the same youngsters that they try controlling it themselves and it may take some getting used to.

For example, Hayley was three years old when her Dad bought an ATC 70, and she loved riding around with Dad in the backyard. However, the first mention of riding alone sent Hayley into insecure whimpers. So Dad, being

patient, continued to take Hayley and her younger brother, Chris (age 1) on rides.

After about three months of intermittent weekend riding, Hayley suddenly dragged out her helmet one Saturday morning and announced that she wanted to ride the ATC by herself. She was ready to solo.

Her first ride, however, was not without incident. The plan was that Hayley would ride alone on the ATC with Dad walking next to her to assist in case of an emergency. Hayley made it about two feet before giving the Honda full throttle and flying off the back as the ATC lept forward.

To restore her confidence, Hayley was quickly picked up and set back on the three-wheeler, while Mom adjusted the throttle limiter to the point where the ATC would barely move with an adult and Hayley on board. Then, without the adult, the ATC would accelerate and cruise slowly, at a rate Hayley could control.

After a few more trips around the backyard with Mom first riding behind on the ATC, then walking next to the handlebars, Hayley was ready for another solo. This time she was told to accelerate from a stop to where Mom was standing, about five feet away, then stop. If Hayley didn't — or couldn't — stop, the plan was for her mother to grab the brake lever and kill switch.

The emergency plan didn't have to be used — Hayley did just fine. After about 15 minutes of practicing starts and stops headed directly at Mom, Hayley's right (throttle) thumb was sore and she was ready for a break. (The kid knew one throttle position — full on — and pushed as hard as she could with her thumb, a fact which illustrates why it's important to set the throttle limiter).

Hayley's next ride brought her face to face with the problem of turning. Her approach to a turn was to close the throttle and then try to turn the bars, and she wasn't having much success. Her parents went back to the walk-alongside approach, telling her to turn while holding the throttle on and lending a helping hand on the bars when needed.

It took a few more riding sessions before Hayley mastered turning, but suddenly she was making laps of the backyard without slowing down anymore. A few more riding sessions and she took her younger brother for a ride (with close adult supervision).

Eight months after she first saw her ATC, Hayley — now four years old — is a competent, safety-conscious young pilot. On family outings to open riding areas, however, she still has to be supervised because, like most youngsters her age, she gets absorbed in what she is doing and doesn't keep a sharp enough lookout for other ATCs and ORV traffic.

The best approach seems to be to stake out a small, easily-watched area and restrict her riding to that, or to have her slowly follow Mom (on another ATC) around on less-populated trails.

When she's riding in her own backyard (Mom and Dad don't really like grass, anyway) Hayley often improvises, riding in an oval in one direction, then the other; turning figure eights; riding over the berm built up by Dad in one side of the yard. Mostly she's having fun, even if it's under the watchful eye of Mom. So far, she's done fine, and hasn't punched any new holes in the backyard fence. ●

Make sure the child knows how to use the brake.

HONDALINE®
ACCESSORIES
From Farm to Finish Line

Honda invented it. Honda perfected it.

For over ten years Honda has been building ATC's and accessories. Whether you're racing, working, or just playing around, Hondaline accessories will add to your three-wheelin' pleasure.

In that time Honda learned plenty about what counts most to the ATC owners. All that knowledge has led to the development of a rugged and versatile line of made-to-fit Hondaline accessories.

And since the ATC's were designed to work for a living as well as for recreation, they have options like a carrying rack in the rear and front with a perforated sheet metal basket that fits right on the front rack. The racks and basket can be used to carry supplies you use around the farm, or take with you on the weekends. If the rack won't hold it there's even a trailer hitch with a pulling weight of 200 lbs.

There are "Chevron" tires for great traction in loose soil around the farm or soft sand in the desert or the dunes.

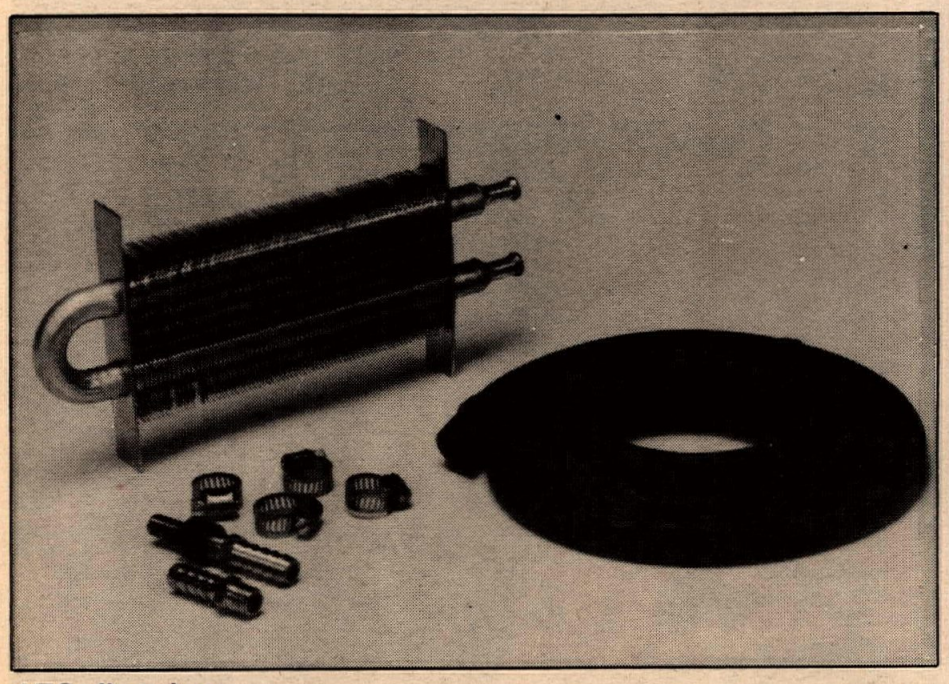
An Electric Power Kit that adapts an auxiliary charging source to direct operation of accessories such as lights or communications equipment is also available.

For the enduro enthusiasts there's a headlight guard and a trip meter to keep you aware of your travel distance.

ATC's and their Hondaline accessories are tough and durable — they're built to take it. Built for the things you want to do, and some you haven't thought of yet. Down on the farm. Out on the trail. Over the dunes. Over the finish line. Into the sunset..

The incredibly versatile, Honda-reliable, Hondaline accessories.

Access To Values

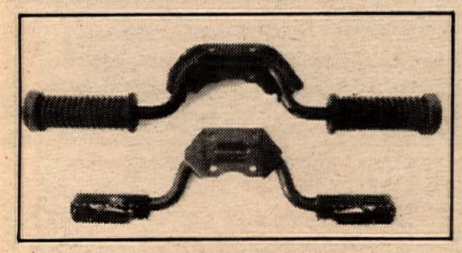


ATC oil coolers

From PK Racing Products comes oil coolers. Since these trikes are used mostly in sandy, hot areas, they can suffer engine problems resulting from oil breakdown. They claim that their new unit lowers the oil temperature, giving a longer engine life. Each cooler comes with complete installation instructions and all the necessary mounting hardware, for $49.95 from PK, 245 S. Paseo Sonrisa, Walnut, CA 91789.

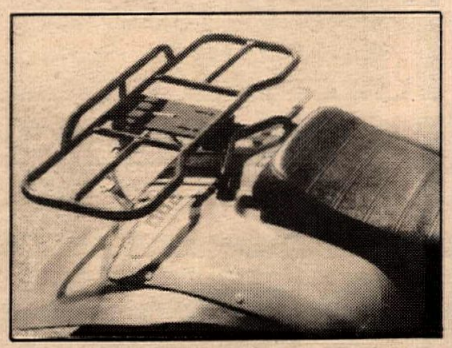
Snappi-jug

What can add enjoyment to your riding ? Something cold and wet, when you are dusty, hot and tired! Here is an interesting new container to keep that wet stuff cold. Called the Snappi-jug, it is made of heavy polyethylene, virtually unbreakable, and holds a quart. It snaps onto your handlebars and is instantly accessible. The mouth of the jug is large enough to accept ice-cubes. See your dealer, or contact NEP Sales, 3439 Ocean View Blvd., Glendale, CA 91208.



Wide footrest assembly

Yamaha's new wide-stance peg set offers Tri-Moto riders better leverage for greater control of their machine. They are four inches wider than the stock foot rest, with rigid construction, and come with specially molded black rubber covers. They bolt right on using the existing hardware. Available only at your Yamaha dealer.

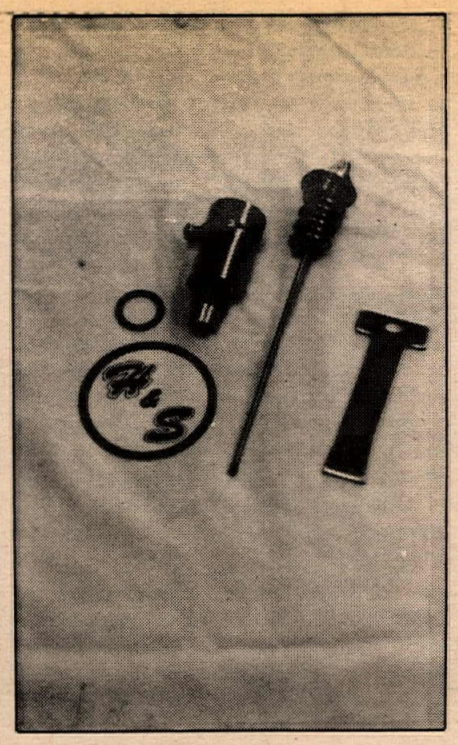


Quick disconnect utility racks

Triple A introduces the Quick Disconnect Utility Rack (shown) and Six-Pac Rack. The QD mounting system makes interchangeability of racks quick and easy without tools. Racks can be mounted or dismounted merely by snapping into the interlocking system built into the hardware kit. Both type racks are interchangeable to any ATC model. Available in black "powder coat" or nickel/chrome plate. Dealers contact Triple A Accessories, 227 E. Compton Boulevard, Gardena, CA 90248.

Malcolm Smith ATC cap

Available now at your favorite 'Three Wheelin' dealer is the bright red and white cap with Dave Deal's colorful ATC design printed on the front. One size fits all. Ask your dealer or Malcolm Smith, 7563 Indiana, Riverside, CA 92504.



And to Vent

Ventilate your crankcase on your ATC with these Helm & Son Breathers. Reduce the pressure caused by increased cylinder size and high RPMs. Increase gasket and seal life, thereby reducing down time. Prolong the life of your ATC. List price $12.50. Get the new Helm & Son Parts Catalog — jammed full of Three Wheeler and Odyssey goodies. This catalog used with Helm & Son toll free order number 1-800-528-9407 can produce your ATC/Odyssey parts as quick as you can say "Three-Wheeler". Send $2 for the Catalog/Three Wheeler Packet, to Helm & Son, 13 S. 36th St. Phoenix, AZ 85034.

Save your buck!

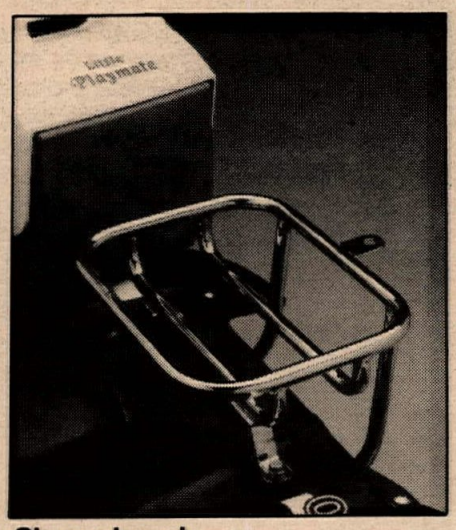
Dick Cepek has a 132 page catalog which is still free instead of the $1 cover price. Every on-off road tire known to man would seem to sum up the giant tire section which includes 1,896 package deal offers. Loaded with what you really wanted to know about off-road tires, but didn't know who to ask, there are the latest load and inflation charts, information on the care and feeding of tires, as well as 10 pages of tire articles and test reports. Also there are off-road accessories galore, camping equipment, Rough Country shocks and suspension kits, Warn winches and hubs, 7 pages of lighting equipment, G.I. surplus goodies, wearing apparel, books, wheels, etc. For your totally free copy, write to: Dick Cepek, Dept. ATV News, 9201 California Ave., Sough Gate, CA 90280. Include your zip code. Canadian and foreign requests enclose $2 U.S. currency.

All Those Vents

Mugen Co., Ltd. now offer their "cool" solution to saving the 250 ATC's pistons and cylinders. Fender designer Al Baker, says "Keep your motor cool! Reduce the chances of heat seizure or preiginition. Insure longer piston and cylinder life! Mugen's louver vented fender directly results in more horsepower due to increased air flow and cooler engine operating temperatures. This bolt-on product is highly recommended to any ATC being used in sandy areas!" Mugen makes the fender in Honda ATC red, or your favorite color upon request. Mugen prices the fenders at $44.95 and invites dealer inquires. Mugen is making their 1982 "ATC 250's Only" catalog available free for the asking. Send to: Mugen U.S.A., 6944 Santa Fe Ave., Hesperia, California, 92345, or call (714) 244-6405.

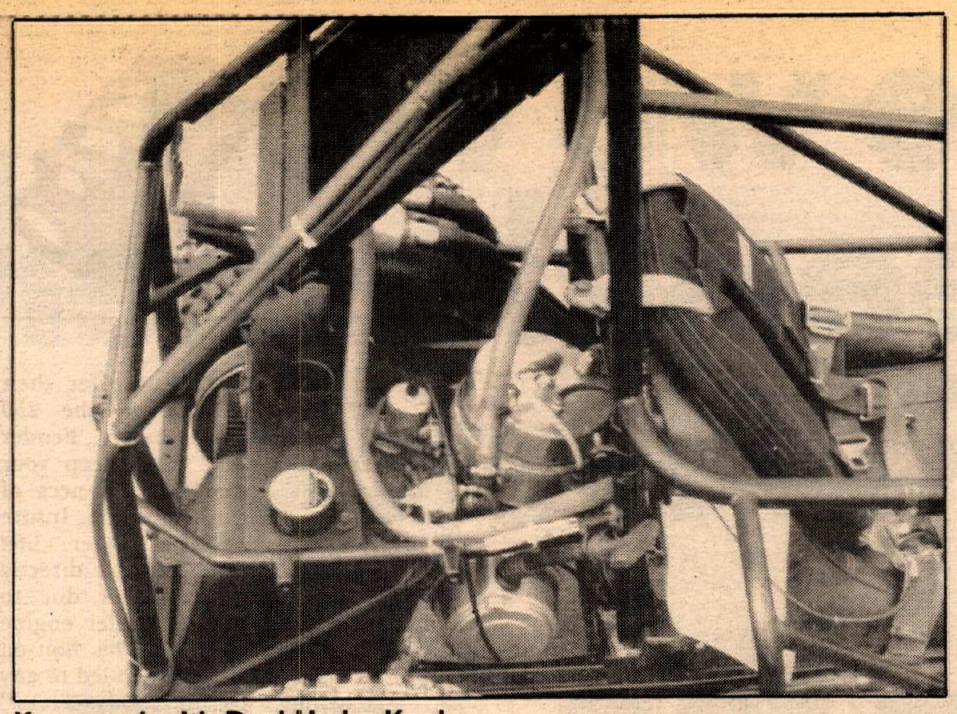
Magneto flywheel pullers for ATV's

K & N Engineering offers magneto/flywheel pullers for popular 3-wheel ATV's. These special tools are precision machined and allow easy pulling of mag/flywheel for point replacement and engine repair. The two piece puller is for Honda ATC70K 73-80, ATC 185A-80, ATC-250R, FL-250 Odyssey, Yamaha Tri-moto YT-125. The "bolt" type is for ATC90K78 and ATC 110. K & N Engineering, Inc., 561 Iowa Ave., Riverside, CA 92502.



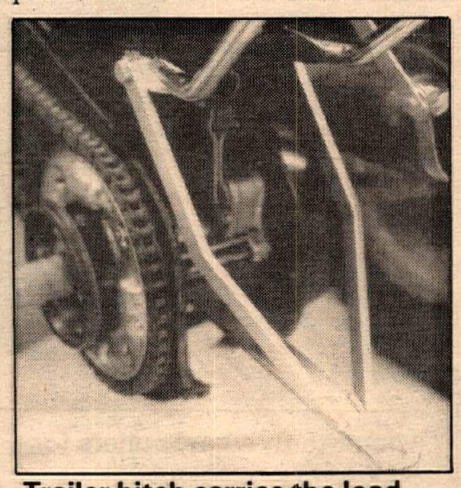
Six pack rack

Designed for the Kawasaki KLT200, the KLT six pack rack is all steel, 5/8" diameter tubing with recessed top to secure coolers, six packs, boxes, etc. from sliding off. It is the perfect size to accept the Igloo "Little Playmate" cooler. The six pack rack has a built-in dune flag mount and is finished with the finest quality dual nickle chrome plating. $34.95 from your Kawasaki dealer.



Keep cool with Dual Hydro-Kool

Kustom Kraft claims to offer the ultimate in water cooling for the popular Honda Odyssey. Unlike most other efforts, this package totally surrounds the combustion area with water. Both head and cylinder are fitted with a specially designed water jacket for increased performance. They say Dual Hydro-Kool reduces operating temperatures by up to 60% and allows longer continuous operation, higher compression, more radical tuning, leaner jetting and extended engine life. All of which should put more power to the ground. For more info and prices, write to Kustom Kraft, 886 Bluffcity Blvd., Elgin, IL 60120.

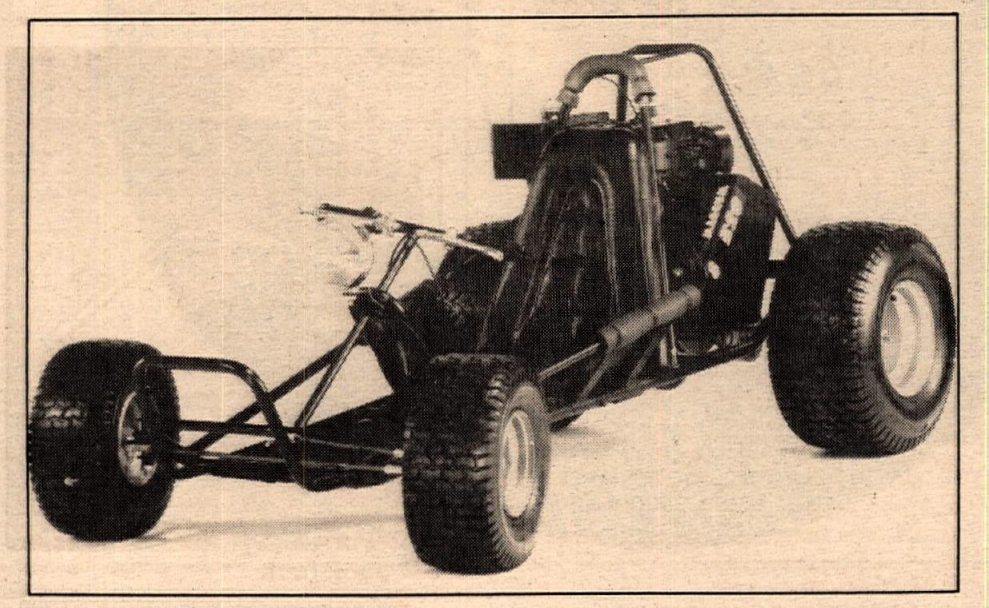


Trailer hitch carries the load

The design of the ATC doen't allow much extra weight to be carried safely. A trailer hitch and a trailer solves this problem by distributing the weight over a greater area. Rocky's trailer hitches are made of steel bars, zinc plated. A fork or ball mount can be used and they will fit stock or custom frames. One model fits the ATC-185/200s, another fits ATC-90/110s and the prices are $22.13 and $19.02.

Advance To Victory

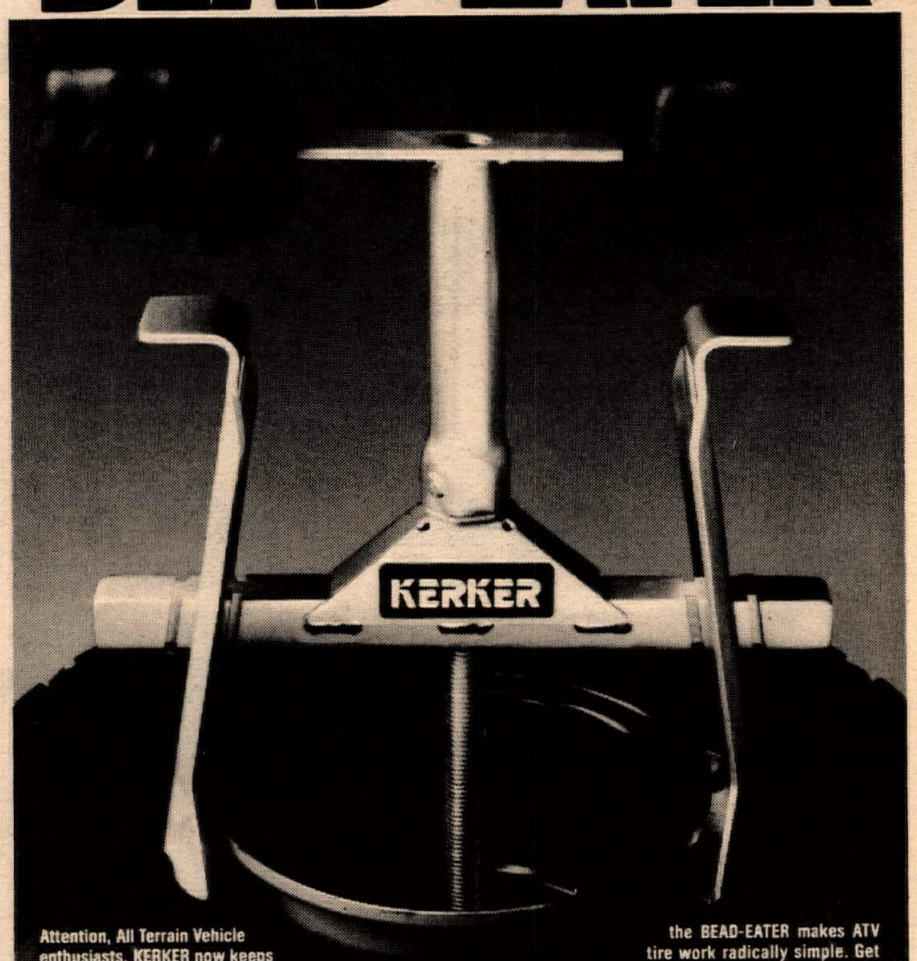
Nankang N743 ATC/Tri-Moto racing tires from Rocky are ideal for fast, smooth tracks. A must for any serious competitor, the N743's flat tread keeps your ATV more stable while sliding. These 18"x9.50"x8" low-profile tires run tubeless and are 2-ply rated. Price is $27.98.



This Bird flies

Bird Engineering manufactures the Magnum, their latest in a long line of fun machines. Magnum is an 8hp, adult-sized off-road vehicle. Features include complete hand controls (throttle, dual brakes, and shut-off switch), wide tires all around, adjustable Ackerman style steering, and reinforced frame. This kart comes with a headlight. Power train is a 320cc 4-stroke, alternator equipped engine, a large V-belt torque converter and differential transaxle. Retail price of the Magnum is $799. Bird's model line includes 10 fun karts, 3 minicycles, and 2 three-wheelers. For information concerning Bird's dealer program, contact Tim Grafft, Bird Engineering, Inc. 3407 N. Kimball Ave., Chicago, IL 60618.

BEAD-EATER



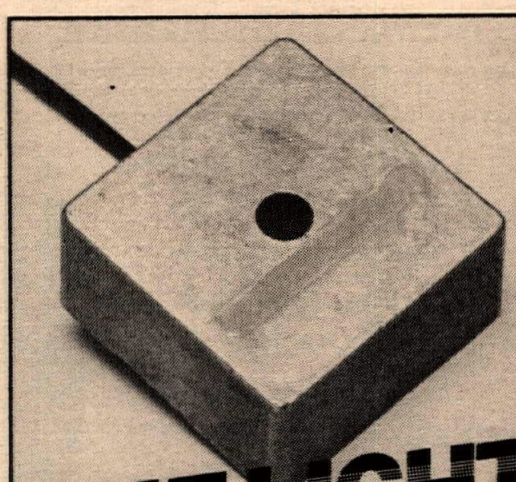
Attention, All Terrain Vehicle enthusiasts. KERKER now keeps you rolling, with the BEAD-EATER. A revolutionary tool which cuts through difficulties created by aggregated rust, dirt, grit, grime and bent rims to allow you to quickly change your ATV tire. By slipping under the lip of the rim, "grabbing hold" of the bead and exerting constant, even pressure to separate the tire from the rim, KERKER'S BEAD-EATER does what others don't: IT WORKS, making your ATV tire work a snap! Lightweight, completely portable, cadmium finished and servicing any 7, 8, or 9 inch rim (including new designs with bead-locks) the BEAD-EATER makes ATV tire work radically simple. Get yours, now, and keep rolling!

KERKER'S revolutionary BEAD-EATER is available direct by mail. Send certified check, money order, VISA or Mastercharge number (including expiration date) to KERKER. BEAD-EATER: $60.00, plus $5.00 shipping and handling California residentss add 6% tax.

Part number: 700-09-04

KERKER 7900 DEERING AVENUE
CANOGA PARK, CALIFORNIA 91304
(213) 999-3060, (800) 423-5246
OUTSIDE CALIFORNIA.

KERKER



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K

Of course we won every three-wheeler race at Riverside.

We had a ten-year head start.

When it comes right down to it, there's no substitute for experience.

So it shouldn't be too surprising that Honda ATC®s totally dominated the three-wheel division of the SCORE Off-Road World Championship at Riverside International Raceway.

Mark "Wax" Weixeldorfer captured both first-place overall and first-place in the 201-250 cc class on a Team Honda ATC®250R. The first production off-road three-wheeler with a full suspension.

Meanwhile Dean Sundahl took an overall second and the top spot in the Open Class. And Curtis Sparks won the 200 cc and under class on his modified ATC®185S.

And since we won our first two-wheeled World Championship way back in 1962, it should come as no shock that we came in first in several motorcycle races, too. Team Honda's Rich Coon conquered the 125 Pro-Class on a Team Honda water-cooled works bike and Jim Tarantino dusted the 250 Pro-Class on a water-cooled CR250R.

All of which taught the competition a lesson it'll never forget. A championship off-road race is no place for beginners.

HONDA

FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1981 American Honda Motor Co., Inc.

Honda sweeps three-wheel classes at SCORE Off-Road World Championship.

M

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The ANCRA BLACK Tie-Down

You asked for it and it's here. The Black tie-down that'll hold your bike securely in place from race to race and place to place.

ANCRA BLACK, made to the same high quality of all Ancra tie-downs, is waiting for you at your favorite cycle shop.

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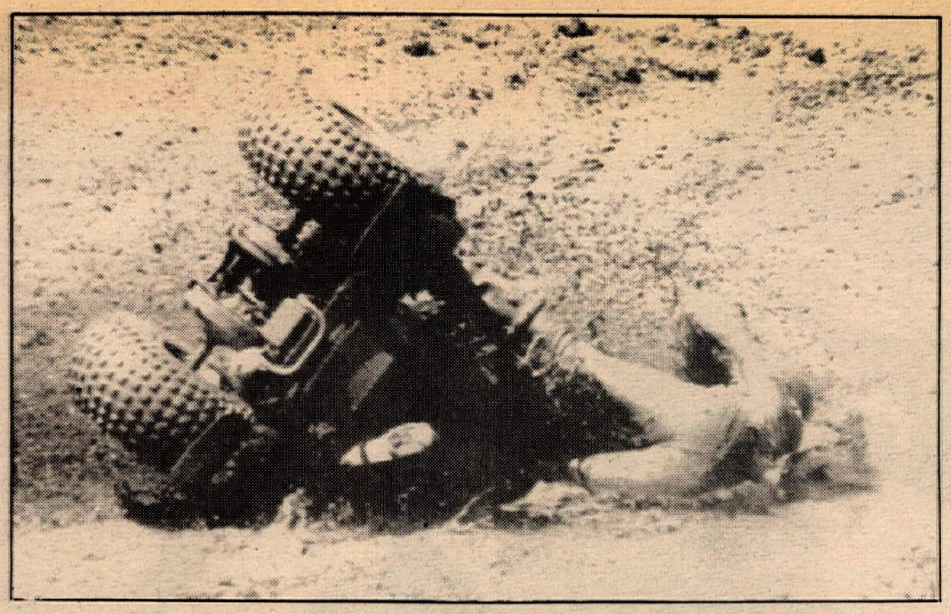

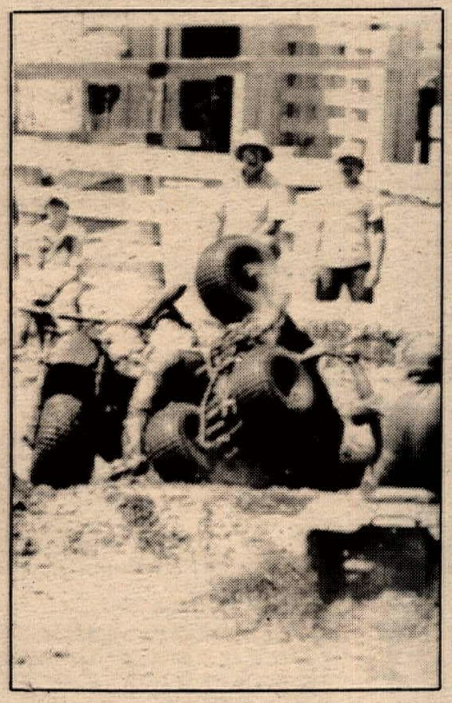

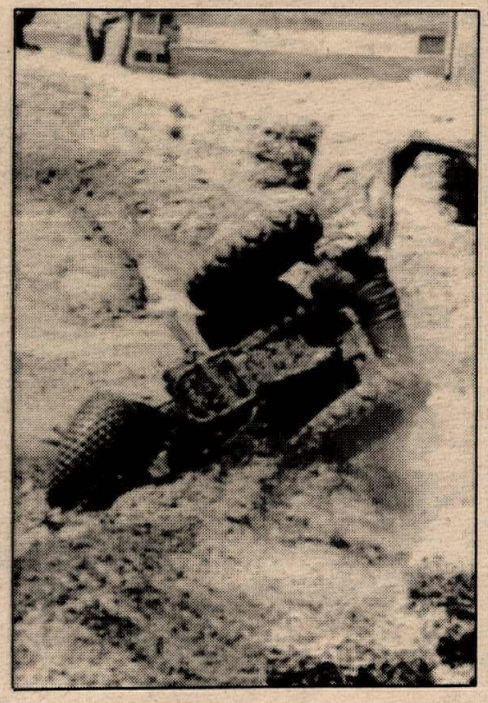

ATV's really make the mud fly — and it is possible to crash.

Mud races

Wax 'em and give them Fitts

By Jerry Parsons and Shanna Pritchett

VISALIA, CA, AUG. 23

The West Coast hosted its first 3-wheel mud races sponsored by the 20/30 Club of Visalia, with the proceeds going to the Crippled Children's Fund. The club spent three months preparing for this event which drew over 200 riders. There were some very muddy racers going for top honors on this day.

The main event got on the way with Chris Tomlinson pulling an early lead in the schoolboy class (14 years and under). Tomlinson was soon slowed by the troublesome mud as Jimmy Todd powered by for the lead. Rick Loya soon moved by Tomlinson to take second.

Allen Garcia shot off the line to lead the 0-100 stock class. But Garcia soon brought the entire class to a halt as they entered the first bog, leaving the class stalled in the first turn. Garcia was quick to restart and got underway, followed by Paul Alseveto, leaving the rest of the pack under water.

The 110 modified class saw Jack Fitts jump into a commanding lead. Rob Piers and Allen Cross fought hard for second position, only to stall out and be passed by Tim Searcy. Searcy continued his streak to finish second behind the overwhelming lead of the Fitts.

200 stocks threw the mud with Mike Kornwinder holding the lead. Ken Dodd and Roy Knight followed anxiously. Kornwinder soon went down, giving the lead to Dodd. Quick to restart, Kornwinder held on for second followed by Knight. Dodd went on to win.

George Walker used the power of his 200 Modified Honda to jump into an early lead of his class. Gary Souza was using every trick to stay a cool second over the deeply rutted track. Souza soon found some extra traction and overtook Walker for the win.

The Big Boys class hit the track with Mark Wax taking advantage of his factory Honda in the 250 stock class. Dean Sundal (also factory Honda) was in hot pursuit of his teammate. Kevin Ballem fought hard with the tricky mud to hold on to third. Wax held his lead hotly to the checkered, followed by Sundall for a second. Ballem finished a strong third behind the factory boys.

The 250 modifieds hit the mud hot and furious with the Honda Team again taking the holeshot. Brent Robben and Mike Chester followed eagerly. The Honda riders soon fell victim to the muddy track as Robben jetted by for the win, followed by Chester for second.

The track continued to roughen but nothing seemed to bother Margret Donaldson as she jammed into the lead of the ladies race. Hedie Marks soon found traction and overtook Donaldson. Tracy Barton hooked up and sped by Donaldson also. Barton was hot, she soon overtook Marks for the lead. Donaldson came back to pass Marks until Marks put her bids back in to finish up second. Barton went on to win the Powder Puff. Marks took second followed by Donaldson for third.

Last race of the day was the Super Modifed, with Mark Wax grabbing the lead. Mike Chester and Keith Sundal (all three of Team Honda) shot hard at his tail. Quickly Chester moved by Wax to pin down the lead. Sundal soon drowned out, leaving Bill Johnson to run a hot third. Chester took the win followed by Wax and Johnson.

The day was soon over, and California had its first mud race. The 20/30 club had worked very hard, and judging by the attendance of both racers and spectators, their event was a success. We hope to see more of this type racing. •

Results

SCHOOL BOY (under 14): 1. Jimmy Todd; 2. Rick Loya.

0-10 STOCK: 1. Allen Garcia; 2. Paul Azavido.

0-110 MOD: 1. Jack Fitts; 2. Tim Searey; 3. Rob Pires.

151cc-200cc: 1. Ken Dodd; 2. Mike Kornwinder; 3. Roy Knight; 4. Curt Smith.

200cc MOD: 1. Gary Souza; 2. George Davier.

250cc STOCK: 1. Matt Wax; 2. Dean Sundal; 3. Kevin Ballen.

250cc MOD: 1. Brent Robben; 2. Mike Cheste.

POWDER PUFF: 1. Tracy Barton; 2. Leslie Marks; 3. Margret Donaldson; 3. Kelly Carman.

SUPER MOD: 1. Mike Chester; 2. Mark Ward; 3. Keith Sundal.

N

AFTER THE VICTORIES

Sunset Ramblers
ATV MX
Galion, OH
July 26, 1981
By Rick McWaters

ATC L.W.	
Henry Winkelmes	Yam
Tom Lohr	Hon
Tom Henry	Hon
Jim Judge	Yam
ATC H.W.	
Tim O'Donnell	Hon
Richard J. Weaver	Hon
Neil Haupt	Hon

Sunset Ramblers
ATV MX
Galion, OH
Aug. 9, 1981
By Rick McWaters

ATC L.W.	
Heath Boedeker	Yam
Jim Judge	Yam
Jay Clow	Yam
Tom Lohr	Hon
ATC H.W.	
Tim O'Donnell	Hon
Neil Haupt	Hon

Square Deal TT
Binghamton, NY
Aug. 2, 1981
By Larry McBride

ATC (MEN)	
Larry Cobb	Yam
David Hendrickson	Hon
Chris Vanerson	Yam
Fred Poirier	Hon
Butch Hillis	Hon
ATC — P.P.	
Annette Hendrickson	Hon
Tammy Poirier	Hon
Carol Knapp	Hon

Sunset Ramblers
Galion, OH
July 12, 1981
By Rick McWaters

ATC L/W	
Henry Winkelmes	Yam
Tom Lohr	Hon
Jim Judge	Yam
Steve Hoover	Hon
Kennth Robison	Hon
ATC H/W	
Tim O'Donell	Hon
Richard J. Weaver	Hon
Neil Haupt	Hon
Gene Robison	Hon

Short Track
Mathias Raceway
New Philadelphia, OH
July 24, 1981
By Jeff Brown

ATC L/W	
Mike Roffen	Hon
Glenn Oreig	Hon
ATC M/W	
Heath Boedeker	Yam
Gary Zion	Hon
ATC H/W	
Henry Winkelmes	Yam
Bob Knight	Yam

Meadowbrook MX
King, NC
July 26, 1981
By Henry Muller

ODYSSEY	
Mike Alan	Hon
Larry Snow	Hon
Mike Flippin	Hon
Barry Orrell	Hon

Petaluma Fairgrounds Speedway
Petaluma, CA
July 5, 1981
Results courtesy Hillside Honda

CLASS I
Dan Moyce
John Gomes
Bill Robbins
CLASS II
Chuck Fleming
GROUP I
Jim Wade

ATV MX
Ohio International Raceway
Ravenna, OH
Aug. 9, 1981
By David Sferra

ATC
Cris Brockway
Rex Lytle
Rich Pangborn
Frank Fusselman

(Continued to page Q)

out' of-stock /'aut/'äv/'stäk/ (out: not having; stock: goods on hand) 1: A common phrase frequently spoken at average ATC/Odyssey part and accessory stores. Usually means a very long wait for your goods. 2: An obsolete phrase at KYSH 3X4. This phrase is never used as they keep their store completely stocked with all parts and accessories for ATC/KLT/TRI-MOTO and Odyssey. Always means no waiting.

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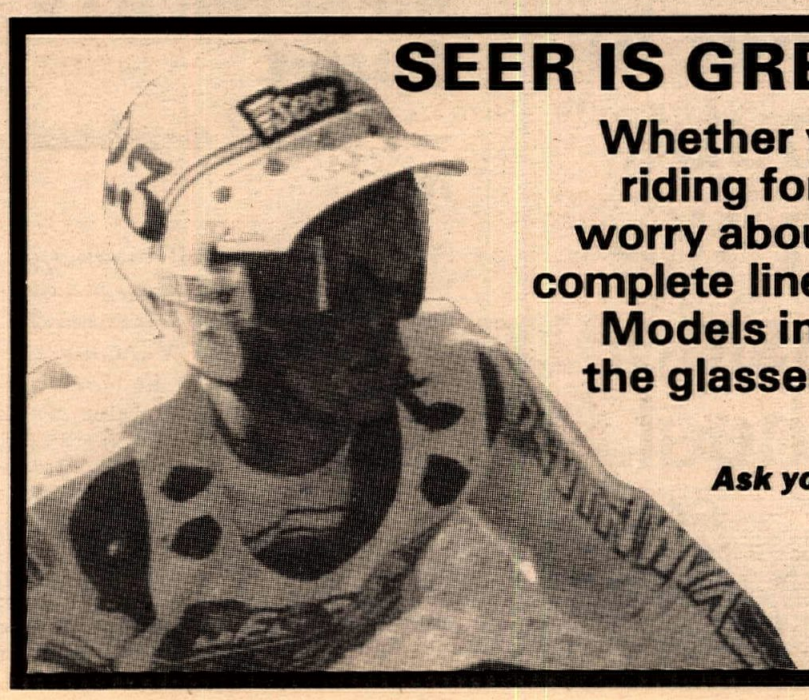

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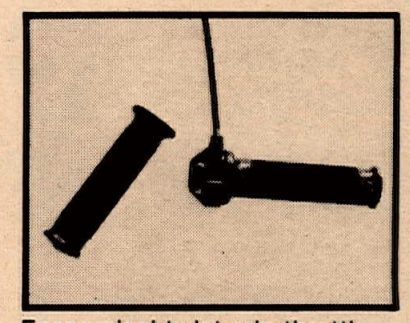
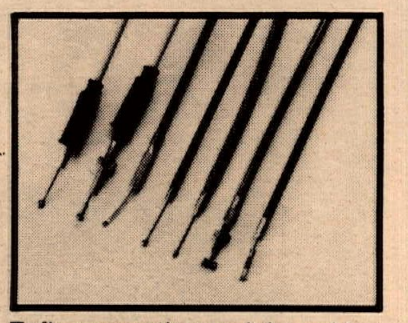


Economical twist grip throttle replaces stock thumb pull units. Comes complete with twist grip, cable and two grips.
$13.95 FOB Riverside CA.

NON-LUBE CABLES



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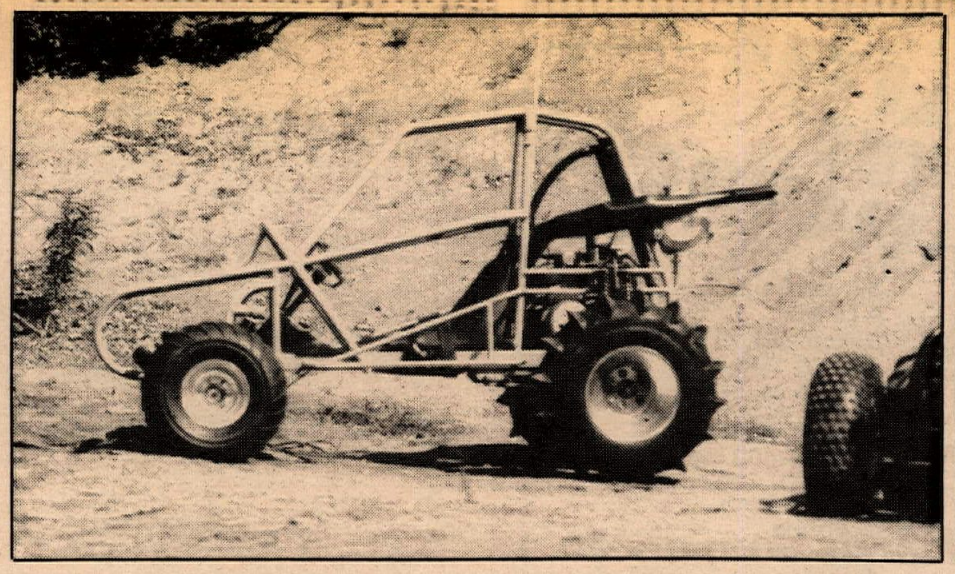
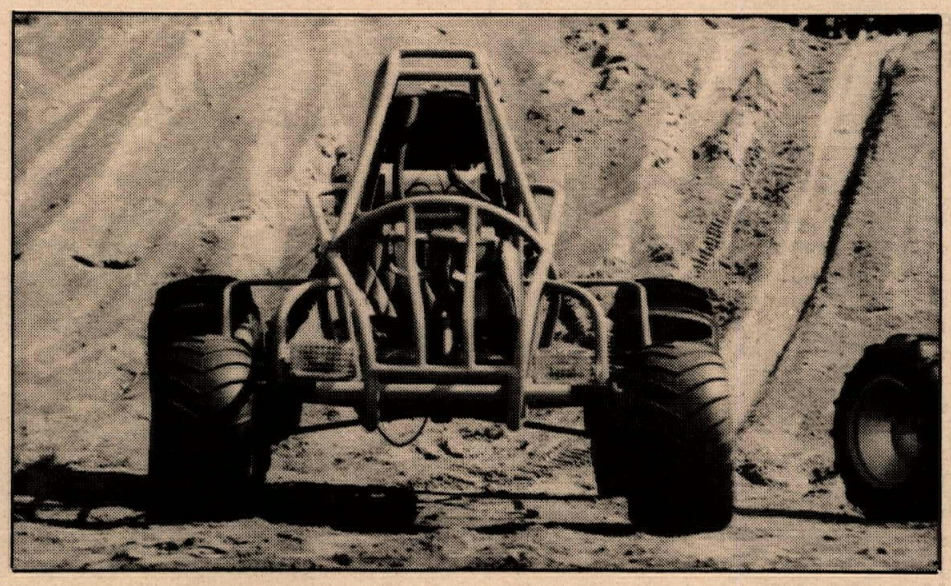
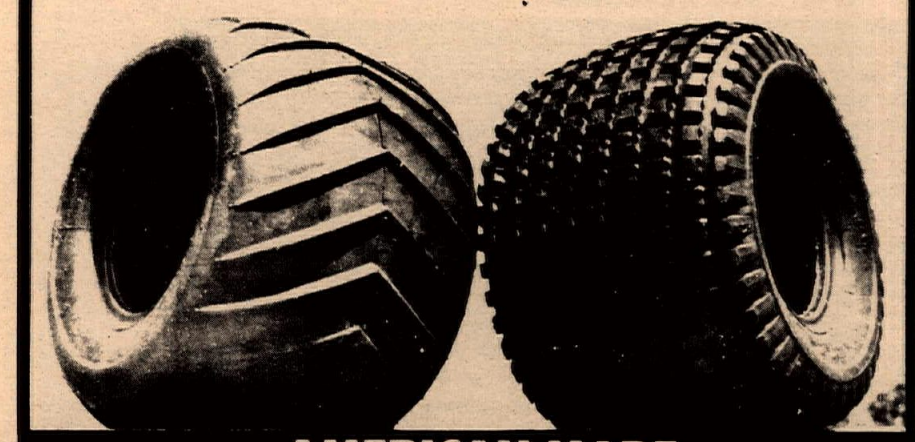


Above and below: The new Sprint II is powered by a 40 horse, water-cooled snowmobile engine with electric start. It features 4-wheel IRS, hydraulic disc brake and hand controls for brake and throttle.



Greenhalgh Sprints are said to be almost impossible to tip over. This is the basic kit car in action, with IRS.



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— Fat tire 4-wheel fun

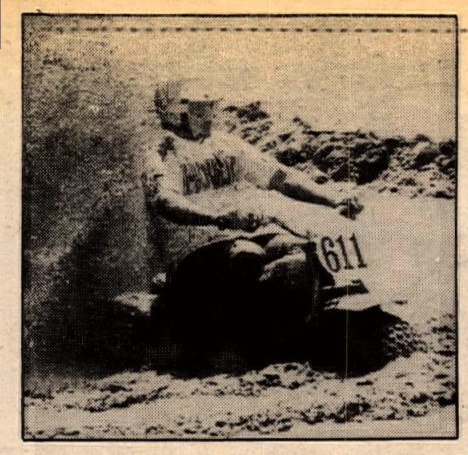
A new concept in off-roading is the Odyssey-based Sprint, manufactured by Dennis Greenhalgh and his brother in Vancouver, Washington. They offer the Sprint as a do-it-to-yourself kit, consisting of a heavy duty steel frame and cage with a widened front track for $795. You throw away the stock Ody frame, cage and fenders, and bolt the remaining parts onto the Sprint. No welding is required.

Or, you can buy a completely assembled car which Greenhalgh calls his Honda Sprint for $2,550 outright. Heavy duty independent rear suspension is available for $550.

And if Odyssey power isn't enough for you, Greenhalgh offers the custom built Sprint II, with a Fuji 340cc or 440cc motor and Comet belt torque converter, which he claims will stir the sand at 100 mph. Price of the Sprint II is $4,000.

The basic kit adds 40 lbs. to the stock weight of the Odyssey. This is because it was designed for more protection and strength. Asked if the Sprint had been "crash tested," Dennis said "Yes. My brother is really crazy. He crashed one into an Audi at 35 mph — did $350 damage to the Audi and didn't even dent the pipes on the Sprint. Another time he was hit by a Baja Bug." Again, no damage. "The Sprint is almost indestructible," the maker claims.

The brothers have been testing their products for two years now. If you want them to build you one, they require 25% down and a couple of weeks for delivery. Their phone number is (206) 693-2311. •



More mudslinging action from the Visalia races.

Harris dominates Southways Race Park

By Marueen Daspit Daniels
PICAYUNE, MS, AUG. 22

Yamaha rider Steve Harris, representing Mississippi Cycles of Jackson, MS, placed first overall in the main event of the 130-220 class Saturday night. Harris lived up to his reputation of being unable to beat in the Mississippi area, as he raced at the Southways flat track for the first time. Harris also took first place money, along with a trophy, on his 175 in the Open class.

Harris started off the gate like a bullet, grabbing the holeshot all three heats of the 130-220 "A" class. Harris met the checkered first with an outstanding lead in all heats. Honda rider John Robertson, Sonny Meyers of Doc Meyers & Son Yamaha in New Orleans, Louisiana, and Mike McCool, also on a Yamaha, competed heavily, changing places each heat. Chris Jones on a Yamaha had mechanical problems and could not qualify for the main.

In the 130-220 "B" class, Darron Kennedy and Jessie Mills battled throughout the three heats. Charles D. Penny riding a Yamaha made some slick moves, hanging in there, giving him a second overall. Kennedy qualified for the main with a third overall. Nolan Tollett of The Big Mohoff Yamaha, Metairie, Louisiana, claimed the holeshot in the second moto. Tollett finished fourth overall, qualifying him for the main also. Joey Miciello had problems with his machine, placing him out of competition for the final race.

Excitement grew as eight riders lined the gate for the main event. Once again, Harris claimed the holeshot, followed by Robertson. Robertson was passed in the third lap by Meyers. In the fourth lap, McCool overtook two riders, Mills, then Robertson. Positions stayed the same until the white flag lap. Then Mills had problems and Penny took his place in third. Robertson pressured McCool and in the last lap Robertson blasted by McCool, meeting the checkered third. McCool finished fourth followed by Penny.

Another exciting race of the night was the 80-130 class. Yamaha riders Gary Hover and Gerald Coopy really diced it out. Hover claimed the holeshot in the first heat, holding the lead the entire time. Coopy didn't let up, trying every way to pass Hover. Doug Hemphill finished third, while Derek Tollett finished fourth.

In the second heat, Coopy pulled the holeshot but Hover took the lead seconds after. Once again Coopy stayed hot on Hover's trail, but Hover held his defense. Hemphill met the checkered third, Tollett fourth.

In the final heat, Coopy claimed the holeshot again. Hover and Hemphill crashed in the first turn but Hover recovered his 125 within seconds, finishing the first lap in third. In the fourth lap, Hover passed Tollett, meeting the checkered in second. Hover trophies first overall. However Coopy, being his very first race, signed up for the money and won first place, trophying second overall.

Southways increases the pot of each class with money entries by $20; that is, in addition to the 100 percent payback of the total amount of fees entered in that class.

For the next three races, Yamaha and Southside Cycles of Slidell, Louisiana, will donate one set of trophies to a totally stock 80-130 class. Stock Hondas and Yamahas under 130cc's are invited to enter the Southside Cycles class free.

Results

BEG: 1. John Robertson, Jr. (Hon); 2. Andy Jones (Yam); 3. Ron Wicker (Yam); 4. Kenny Jones (Yam); 5. Dana Hover (Yam).

80-130: 1. Gary Hover (Yam); 2. Gerald Coopy (Yam); 3. Doug Hemphill (Yam); 4. Derek Tollett (Yam).

130-220 "A": 1. Steve Harris (Yam); 2. Sonny Meyers (Yam); 3. John Robertson (Hon); 4. Mike McCool (Yam); 5. Chris Jones (Yam).

130-220 "B": 1. Jessie Mills (Hon); 2. Charles D. Penny (Yam); 3. Darron Kennedy (Yam); 4. Nolan Tollett (Yam); 5. Joey Miciello (Yam).

130-220 "MAIN": 1. Steve Harris (Yam); 2. Sonny Meyers (Yam); 3. John Robertson (Hon); 4. Mike McCool (Yam); 5. Charles D. Penny (Yam).

OPEN: 1. Steve Harris (Yam); 2. Mike McCool (Yam); 3. Jeffrey Routly (Yam).

AFTER THE VICTORIES

Short Track
Mathias Raceway
New Philadelphia, OH
July 31, 1981
By Lita Schrock

ATC H/W	
Bob Knight	Yam
Jay Jones	Yam
ATC M/W	
Heath Boedeker	Yam
Randy Douglas	Hon
ATC L/W	
Mike Roffen	Hon

ATC Short Track
Mathias Raceway
New Philly, OH
July 17, 1981
By Jeff Brown

ATC L/W	
Heath Bodeker	Yam
Terry Westbrook	Kaw
ATC H/W	
Henry Winkelemes	Yam
Bob Knight	Yam

ATC Short Track
Mathias Raceway
New Philadelphia, PA
Aug. 7, 1981
By Lita Schrock

ATC H/W	
Andy Luburgh	Hon
ATC M/W	
Dave Saft	Hon
Randy Douglas	Hon
ATC L/W	
Mike Roffee	Hon
Tom Douglas	Hon
Robby Knight	Hon

Petaluma, CA Fairgrounds Speedway
July 26, 1981

CLASS I
John Gomes
Bill Robbins
DAn Moyce
CLASS II GROUP 1
Don Chase
Bob Thurow
Mike Jones
CLASS II GROUP 2
DAve Chaidez
Don Young
Kevin Verhe
CLASS III
Gordon Conkle
Ted Winkle
Scott McNair
PP
Lori Leach
Kathy Morton
Lennie Thurow
KIDS
Bobbie Thurow
Si Cacy
Tommy Ady

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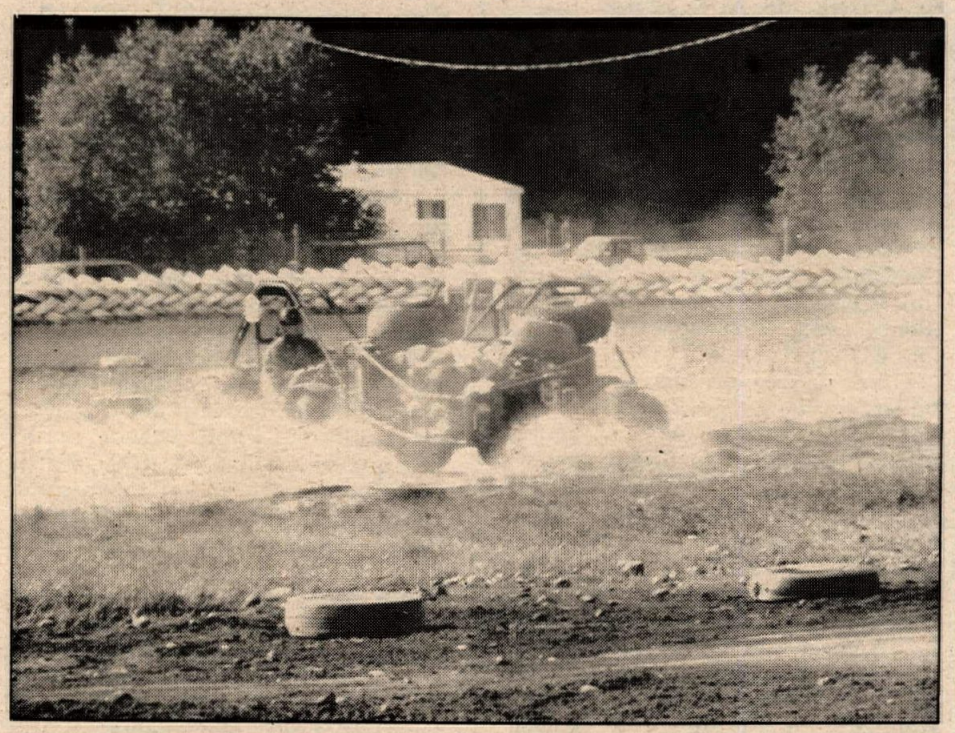
Action on the Bryar Motorsport short track...



OOOOOPS! Overcooked it!

Three wheelers get set up for the Bryar TT big jump.

Bryar to add ATV races

Lulu Brymer photos

LOUDON, N.H., AUG. 13

Don Brymer, owner of Bryar Motorsport Park, announced today new added racing events for ATC-ATV sportsmen running every Sunday at 1:30 p.m. This event in its fifth week has already seen 75 entries in one afternoon.

The action takes place on the one-eighth-mile short track and TT course. The short track is a paved surface with a thin layer of dirt applied, while the TT track consists of most of the eighth-mile plus right and left infield turns and two jumps. One jump is quite large.

While the Sunday ATC-ATV series goes on, there are road racing events such as cars, karts or motorcycles, plus events on Bryar's motocross and hare and hound courses, all running simultaneously through the race season of April through October.

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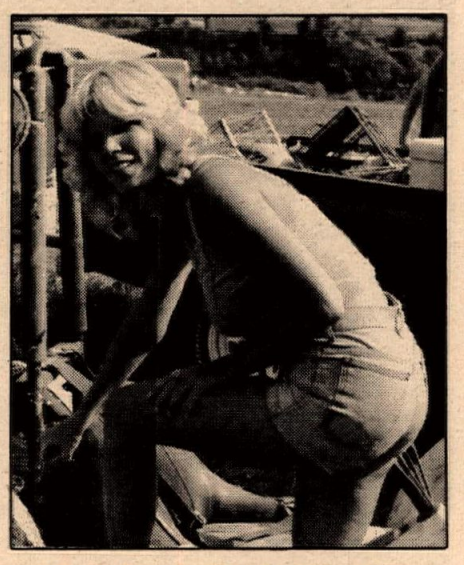


They're starting to run ATV races all around America. At Meadowbrook (above) Ody action and one beautiful pit tootsie.

Wickson Triples at Bryar ATC/ATV TT & ST

By Lu Lu Brymer

LOUDON, NH, AUG. 16, 1981

The ATC/ATV short track/TT races running on the eighth mile track at Bryar Motorsport Park had a thrilling weekend with Richard Wickson picking off a triple win in the ATV Stock and Open finals, plus the Open TT feature. It was a bouncing activity of three, four, and six wheeled vehicles all trying to get into the same corners at the same times. On the horizon at Bryar will possibly be a class for the ATV "six" wheelers — a catapillar looking creature of machine and wheels soaring over the jumps and bumps of the TT course.

Bob Star won the ATC Open in his three wheeled Honda with Bob Jolin taking the ATC 200 win on the Short Track. Kevin Tourigny won the 120cc ATC ST. In the ladies division, Sharon Winchell bounced to victory during the four wheel Short Track final in her Honda Odyssey.

Other TT victors were Paul Foss winning the ATC 120cc class and Glen Billings the 200cc. Bobby Field hit the checkered flag first in the ATV stock TT feature.

With four more scheduled ATV/ATC ST/TT races, the finale will be October 11, 1981 on the Bryar Motocross course, with lots of grueling action over bigger jumps, up and down turns on the side of the hilly steep terraine. So keep Oct. 11 in your schedule for a fun filled Sunday afternoon, starting at 1 p.m. You can see all this action for only $3.00 for adults and children 12 years and under free at Bryar Motorsport Park...THE RACE PLACE!

Results

ATC 120cc ST: 1. Kevin Tourigny; 2. Bernard Zanon; 3. Guy Duval.
ATV 200cc ST: 1. Bob Jolin; 2. Billy Paquette; 3. Glen Billings.
ATC OPEN ST: 1. Bob Star; 2. Ed Ladner.
ATC 120 TT: 1. Paul Foss; 2. Claude Duval; 3. Guy Duval.
ATC 200 TT: 1. Glen Billings; 2. Bob Jolin; 3. Brian Tebbetts.
ATV STOCK ST: 1. Richard Wickson; 2. Harry Trask; 3. Bobby Field.
ATV OPEN ST: 1. Richard Wickson; 2. Bobby Field; 3. Harry Trask.
ATV LADIES ST: 1. Sharon Winchell; 2. Lori Meetzler.
ATV STOCK TT: 1. Bobby Field; 2. Richard Wickson; 3. Harry Trask.
ATV OPEN TT: 1. Richard Wickson; 2. Brett Wood; 3. Bobby Field.

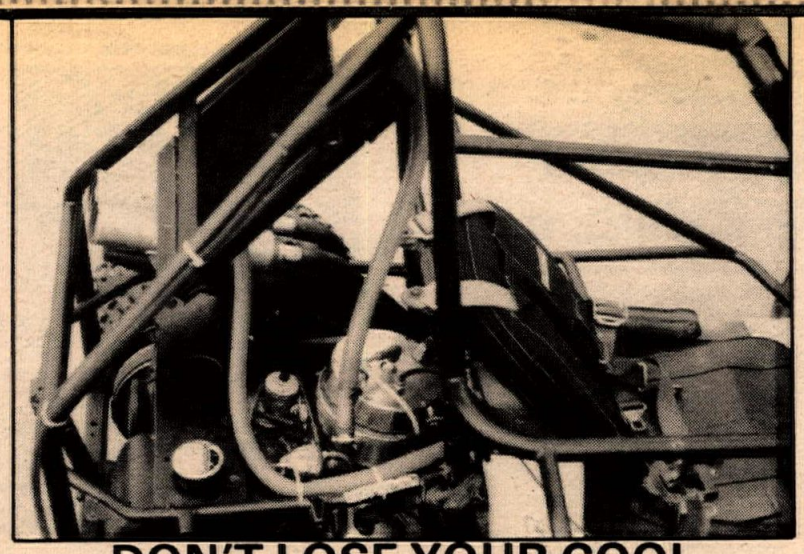
Alan masters Meadowbrook ATV challenge

By Henry Muller

KING, N.C., AUG. 9

Mike Alan used a consistent 2-2 finish to score the overall honors in the ATV challenge at Meadowbrook MX raceway in King, North Carolina. Promoter Jerry Sharp was pleased with the large turnouts and plans to hold events every other weekend throughout the fall.

In the first heat it was Cycle Goodies sponsored Mike Flippin taking the



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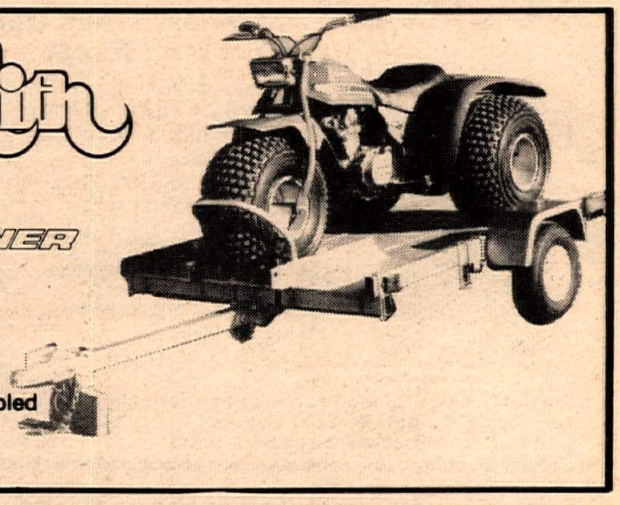

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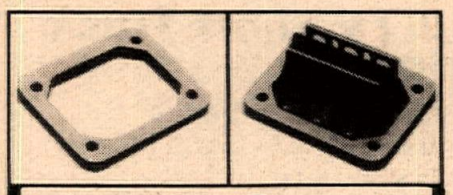

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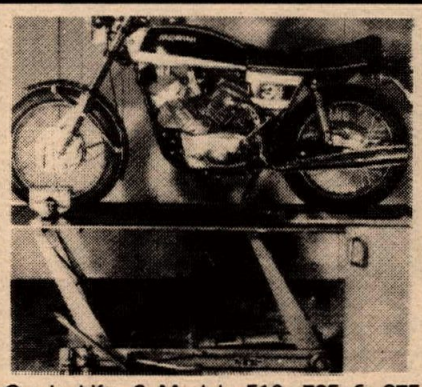

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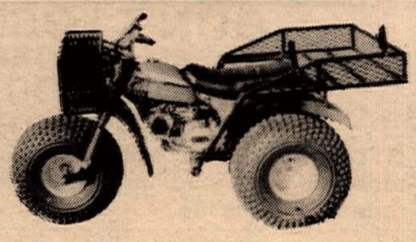

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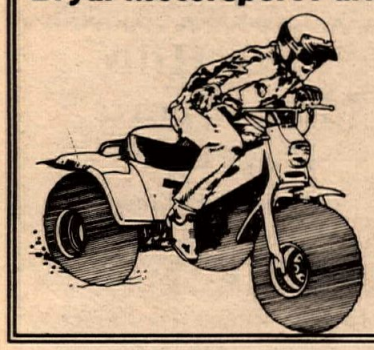

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lead followed by Alan and Honda of Winston-Salem's Barry Orrell. Mike Griffith held fourth until Cycle Goodie's Larry Snow took over in an attempt to catch Orrell. Flippin held a fast pace to the finish with Alan holding a strong second over Orrell and Snow. Dennis Coller took fifth followed by Tammy Alan and Griffith.

Flippin bounced into the lead at the start of the second heat with Alan and Snow dicing for second. Orrell dropped out of contention as Coller held fourth over Tammy Alan and Griffith. Flippin was well on his way to victory when his engine failed. "I was hittin' the jumps on the backside when my motor blew and that was it," said Flippin later. Snow had worked past Alan and suddenly found himself in the lead with Flippin sidelined. "I thought I'd have to settle for second and then I saw him sittin' in the jumps," said an elated Snow. Alan was happy with his overall even though he didn't win a heat. Snow got second overall ahead of Coller and Tammy Alan.

Results

ODYSSEY: 1. Mike Alan (Hon); 2. Larry Snow (Hon); 3. Dennis Coller (Hon); 4. Tammy Alan (Hon); 5. Mike Griffith (Hon); 6. Mike Flippin (Hon); 7. Barry Orrell (Hon).

ATV's sizzle at Corona

By Mike Tarter

CORONA, CA, AUG. 6

Despite the SCORE off-road race activities going on nearby, the racing at Corona Raceway was good as ever, with a large crowd.

Being the only rider in the ATC Oval class, John Bender had no problems in Oval racing, although beating everyone in his heats. First heat, Chris White was leading the race until engine problems put him out during the last lap. White later returned to the program but leaving the class 7 overall win to David McNealy.

Class 5 victory went to Roger Hammond, who earned first in both heats, Bob Weber was running a close second before crashing in the first heat. Class 6 action, it was Rob Selvy taking first also, but not easily since Ron Byars was challenging both heats. Tim Hoy wheelied down the straights to pick-up the class 3 win, and Shawn Wood won class 2.

Odyssey oval class 1, division 1, win went to Mark White, who completely

dominated his class by winning both the oval and off-road events, but Mark lost his wins to a protest at the end of the night. White refused to pull his motor apart. The official winner is Jim Hall.

The class 1, division II, event was Jack Polumbo who was also out in front in both Oval and Off-road. Second was Jerry Evans, making sure Polumbo didn't have it too easy.

Class 3 had Jeff Bagley and Al Robertson going for first, but Al had problems which put him on the side of the track in heat one. He came back to win the second heat. Bagley took the laurels with a 1-2 score.

Class 2 went to Steve Roley with Sam Arciero second.

Bob Weber had much better luck in the ATC off-road event, taking a 2-2 for the evening after tipping his ATC over in the first heat of Oval class 5 racing.

Class 3 saw Tim Hoy out front again, going for a perfect score in both events, with Roy Haynes taking a pair of seconds.

Rob Selvy held off the class 6 pack to win both heats.

A red flag came out on the first lap of Division 1 and 2 Odyssey off-road race due to a pile up in the first turn, caused by a flat tire on Steve Snowball's Odyssey, which also put Steve Brouner out of action. Because Mark White refused to tear down his motor under a protest, the division 1 win went to Bud Gocken, and division II to Jack Polumbo who drove well to a 1-1 finish, safely ahead of Jerry Evans.

Best race of the evening was between Rory Halladay driving his HRD racing, Harryv Klemm-tuned Odyssey to an outstanding win against Roberto Cortez.

Chris Polumbo took the overall in class 2 with a 6-1 score. Unfortunate mishaps put many riders out of the second heat.

Overall the racing was fast and exciting, with a well prepared track to ride.

Results

ATC OVAL
- CLASS 8: 1. John Benders.
- CLASS 7: 1. David McNealy.
- CLASS 5: 1. Roger Hammonds; 2. Pat Rodgers.
- CLASS 6: 1. Rob Selvy; 2. Ron Byhra.
- CLASS 3: 1. Tim Hoy.
- CLASS 2: 1. Sean Wood.

ODYSSEY OVAL
- CLASS 1 DIV I: 1. Jim Hall; 2. D. Mata.
- CLASS 1 DIV II: 1. Jack Polumbo; 2. Jerry Evans.
- CLASS 3: 1. Jeff Bagley; 2. Al Robertson.
- CLASS 2: 1. Steve Coley; 2. Sam Arciero.

ATC OFF-ROAD
- CLASS 5: 1. Bob Weber; 2. John Campos; 3. Patrick Rogers.
- CLASS 4: 1. Robbie Lee.
- CLASS 3: 1. Tim Hoy; 2. Roy Haynes.
- CLASS 2: 1. Sean Woods.
- CLASS 7: 1. David McNealy.
- CLASS 6: 1. Rob Selvy; 2. Mark Smiley; 3. Ron Byhrs.

ODYSSEY OFF-ROAD
- CLASS 1 DIV I: 1. Bud Gocken; 2. Greg Burns.
- CLASS 1 DIV II: 1. Jack Polumbo; 2. Jerry Evans.
- CLASS 2: 1. Chris Polumbo; 2. Wes Moser.
- CLASS 3: 1. Rory Holladay.
- CLASS 5: 1. Ron Burns.

Granite State Mini-sprints

WEARE, N.H.

Results of the August 16 mini-sprint races at the Sugar Hill Speedway were as follows:

Results

4 CYCLE JR DIV: 1. Joe Willard, Jr.; 2. Bunk Boisvert; 3. Greg Kiah; 4. Ryan Bartlett; 5. Miller Van Vliet.

4 CYCLE SR LITE DIV: 1. Don colby; 2. Brad Todd; 3. Myron Colby; 4. Randy Bartlett; 5. Chuck Cocherty.

4 CYCLE SR HEAVY DIV: 1. Dick Colby; 2. Ken Lapointe; 3. Dave Todd; 4. Gary Frost; 5. Mike Green.

2 CYCLE STOCK DIV: 1. Bart Foster; 2. Dave Morrell; 3. Norm Hebert; 4. Bill Vickery; 5. Paul Ethier.

2 CYCLE MOD DIV: 1. Rick Ilsley; 2. Dick Sweatt; 3. Jim Duren.

On August 23 an "outlaw" (no membership required) race was held for cash prizes. Racing is sponsored by the Granite State Mini-Sprint Racing Club. Their phone number is (603) 529-2479. ●

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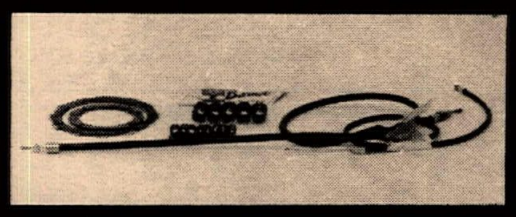

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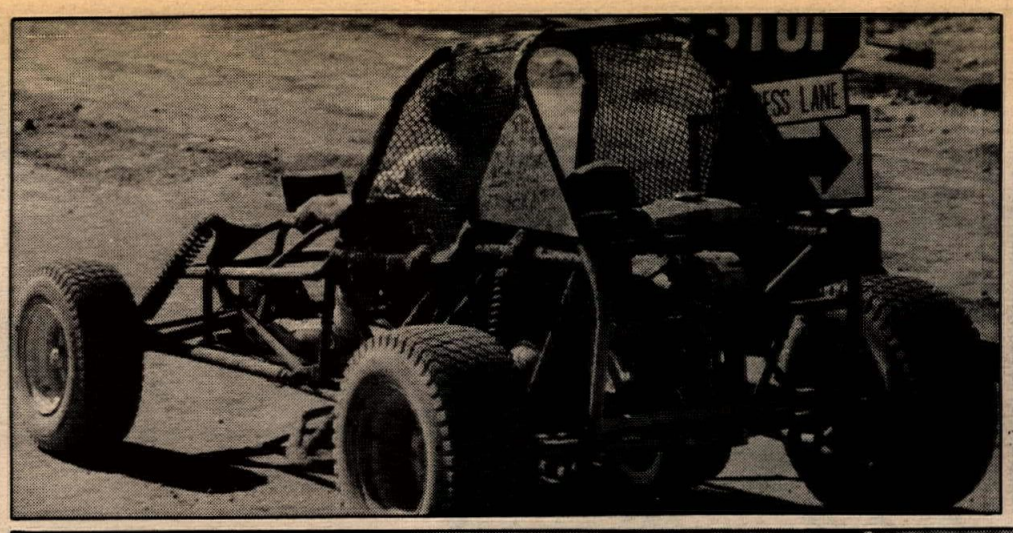

Things really start to get busy when the sun goes behind the mountain about 6 p.m. Top right: The Dune! Will this replace Malibu Grand Prix?

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Dare the Dune — You race our cars off-road!

By Chuck and Connie Johnson
Photos by Connie Johnson

LAS VEGAS, NV

Las Vegas is our town and one Sunday having nowhere to go, we boarded the old Harley and headed west. Not far into the ride we spotted a new, and somewhat unusual pile of dirt, somewhat resembling a race course with little "bugs" scampering across the combination dirt and hard surface. So we pulled in to find out what this weird course, with motorized bugs chasing each other around a mini off-road track, was all about.

In the parking area we were greeted by an ominous painted desert illustrations of an imposing sand dune with "Dare the Dune" emblazoned across the skyline. We went in to inquire about who, what, when and where and talked to Earl Brookner, one of the investors, partners and innovator of this idea.

Daring the dune is an off-road contemporary to the popular formula car-inspired, race against the clock Malibu Grand Prix. The main differences are the race track, which is a totally off-road course instead of a paved track, and you race against the elements instead of a lap timer. The cars are designed to withstand the long hours of punishment of the local "Squidleys." They cost around $3,000 to build and are more or less designed after Mint 400 desert racers with the exception of the power plant. They use Honda 10 horsepower engines and so far the only problem has been occasionally shearing rear axle drive keys. Newly designed axles are on the way, but there are plenty of cars on the line for all comers. Brookner says these cars will be on the market for sale to the public at a later date.

Getting behind the wheel of one of these Odyssey-like racers is a real blast! Everyone should try it, especially if you have racing in your veins. At the track assistant's signal, you carefully ease out onto the race track through some easy switch-backs to the "Dune." You have a choice — "Dare the Dune," an intimidating, 20 foot, choppy, rocky pile of desert (not recommended on your first lap!) or you can take the "chicken esses" — a sort of sissy squiggle of gravel around the dune's base. Next, you traverse eight tenths of a mile through all kinds of off-road obstacles including water crossing, flat-out whoops, super berms, off cambers, rocks and sandwashes. All kinds of fun! After the first couple of turns you gas it, pretending you are Rick Mears. Amazing how much you can get pumped in two minutes in the dust and 100 degree Las Vegas heat! The lap record is one minute, 49 seconds. Too soon the money runs out, but as you disengage yourself from your small cage, you vow that come next payday you'll buy a couple of six packs and give it another try.

To find this wonder of the desert go west on Charleston toward Red Rock and Old Nevada (Bonnie Springs) and about one half mile past Rainbow, and it jumps out at you. The total distance from downtown Vegas is about 10 miles. The track is on a 10 acre lot and is open weekdays from 2 p.m. to 10 p.m. and weekends from 10 a.m. to 11 p.m. Lighting is furnished by the cars themselves.

Just think — Mint 400 style night racing for only $2.50 per lap! What a deal!

There is plenty of parking. Helmets are furnished, but if you have your own, bring it. Don't come in your church clothes — they might get a bit dusty. There is a shaded area trackside with cool drinks and plenty of space invaders games inside while you are waiting for your next ride.

Daring the dunes is really a fun experience for all ages and both sexes — the only requirement is you must be at least four feet 11 inches tall and dig off-road excitement. ●

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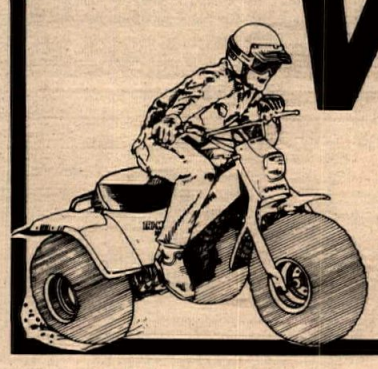

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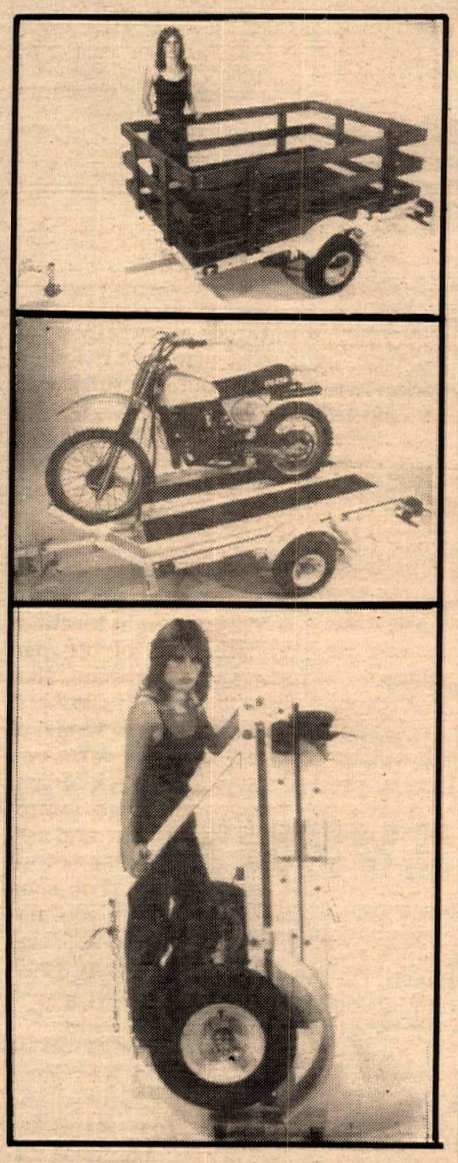

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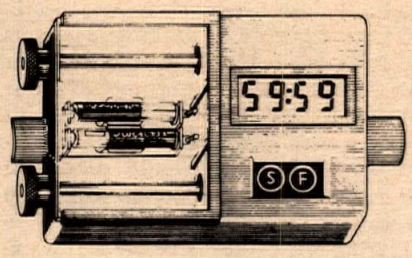

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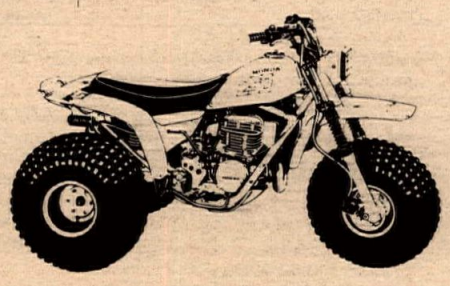

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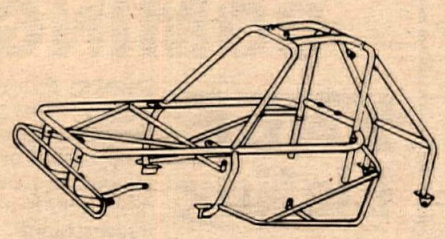

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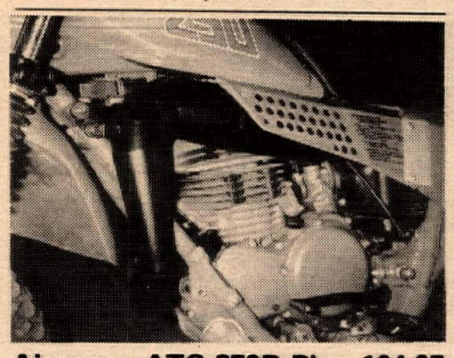

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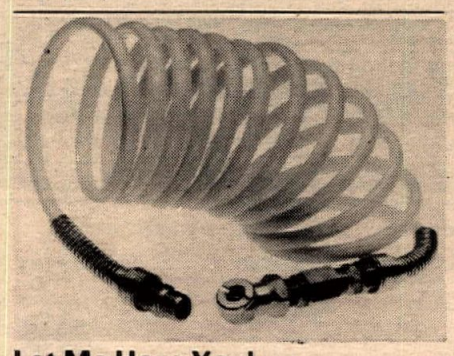

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Aluminum rims, new chamber, big clutch. Must sell, $600.00. Call after 6:00 (213) 882-7438. (ATV)

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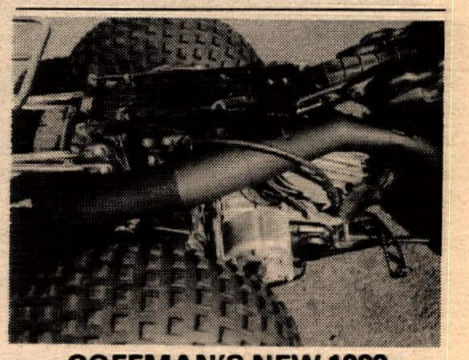
Ready to ride right now. Fast and fun, stock except for DG power pipe and clutch. Spring kit, new belt, spare rear tire. Motor never been apart, no need, runs fantastic. $1000.00. (213) 792-5304. (ATV)

Rear suspension for the ATC
185S/185/200. Send us your frame for the necessary modifications. The rear section of the frame is reconstructed, a swingarm is added, and an S&W air shock is installed. The exhaust system is then modified to fit, and a chain tensioner is added. And all this for only — $279! Available only from PK RACING PRODUCTS, 245 S. Paseo Sunrise, Walnut, CA 91789. (714) 595-1072. (ATV)

Ultimate Tri-Moto Power
1978 Yamaha SR500E engine only, has pink slip, $400.00. Ask for Jay weekdays after 6 p.m. (714) 894-8506. (ATV)

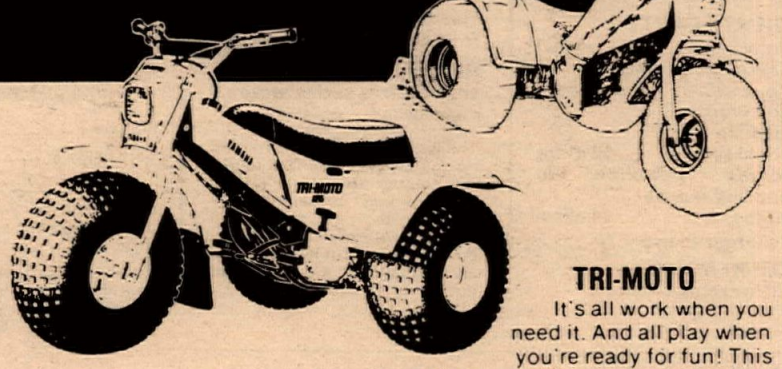
DIRT BIKE INSURANCE
Protect your bike, body, & pocketbook with our dirt bike policy. Liability, medical, theft, collision. All dirt bikes, ATC's, Odysseys. Dirt cheap rates!! Call Jim Allen, (714) 870-7740. (ATV)



COFFMAN'S NEW 1982 TRI MOTO 175 PIPE
Is NOW available! Improves performance through entire powerband. Comes complete with spark arrestor or silencer. GUARANTEED to perform to your expectations. Retail — $94.50. Call or write now to COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92649. (714) 897-2209. (ATV)

W

The most fun on three wheels.



TRI-MOTO

It's all work when you need it. And all play when you're ready for fun! This versatile, rugged three-wheeler can get you through the roughest terrain. Outperforms anything in its class. See how much fun it can be today!

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Send to: ATV News, P.O. Box 1030
Long Beach, CA 90801 (213) 595-4753

Coming Events

Every Wednesday

SPEEDWAY 117 ATV RACES
Speedway 117, Chula Vista, CA. I-805 or I-5 S to junction 117, go 5½ mi. E, end of Brown Field Airport. 3-wheeler classes: PP & Stk., 125/Open; 115/140/Open Mod. Carts: 100cc. 3-wheelers race on MX track, carts race on ¼-mi. oval. 100% cash p.b. to carts. Sign up 4:30-7 p.m., prac. 6-7, race 7:30. Entry $12, watch $4.50, 9-14 $2.50. Info 714/690-6414, 469-6092.

September 5

SOUTHWAYS SPORTS RODEO
Southways Race Park, Picayune, MS. I-59 to No. @ Picayune exit, follow SRP signs. 3-wheeler tug-of-war, ATV relay, news media ATV races & much more. Prizes, trophies, BMX giveaway. Concessions, ambulance, restrooms, camping & electrical hook-ups avail. Start 10 a.m. Info 601/798-8296 (Cycle or Maureen).

DIRT DIGGERS HOPETOWN GRAND PRIX
Indian Dunes, Valencia, CA. 3-wheelers & Ody. No O/N camping. Post entry $25. Info 213/671-9067.

September 6

ADRA SNOWFLAKE 3-WHEELER RACE
Heber Nat'l. Forest, AZ. 7 classes inc. PP, lots of contingencies. One 30-mi. loop, elev. 6500 ft., limited jetring Sat., impound Sun. Working approved spark arrestor, silencer, # plates, canteen, helmet & eye protection req. Pre-entry $17, post $20. Arizona Desert Racing Assn., 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

ATV RACES
Petaluma Fairgrounds Speedway, CA. Info 707/274-5554 (Hillside Honda).

September 13

ATV RACES
Shellville, CA. Info 707/274-5554.

September 19-20

ASRA ALL-AMERICAN FUEL CHAMPIONSHIPS
Riverside Raceway, Riverside, CA. Hwy. 60 E of town, Day St. exit. Sand drags. American Sand Racing Assn. Info 714/947-6103.

BAJA DE SADDLEBACK
Saddleback Park, Orange, CA. Short course 3-wheeler racing. Class 1 (200cc) & Class 2 (250cc); 70% p.b. Entry $40. for entry, contact: Periscope Production, 2650 Walnut, Suite H, Tustin, CA 92680. 714/544-5450.

September 20

COLORADO SAND DRAGS
CO. CORRA rules. CORRA, CORRA, Twin Sister Dr., Longmont, CO 80501. 303/776-6208.

SHORT TRACK/TT
Bryar Motorsport Park, Loudon, NH. ATC 3 classes, ATV stock & Open. Sign in 11-12:30, practice noon. Admission $3, race $5. 803/783-4744.

CRC ATV TRACK RACES
Indian Dunes, Valencia, CA. 3-wheeler & Ody classes inc. 3-wheel kids class (12 & under on 70s, 4 to make a class). California Racing Club. Info 213/830-7519, 714/689-6114.

September 26-27

ASRA DIVISIONAL POINTS SAND DRAGS
Mermiston, OR. Info 503/567-3575 (Rod McKenzie).

September 27

CRC ATV TRACK RACES
Saddleback Park, Orange, CA. 3-wheeler & Ody classes inc. 3-wheel kids class (12 & under on 70s, 4 to make a class). California Racing Club. Info 213/830-7519, 714/689-6114.

SHORT TRACK/TT
Bryar Motorsport Park, Loudon, NH. ATC 3 classes, ATV stock & Open. Sign in 11-12:30, practice noon. Admission $3, race $5. 803/783-4744.

October 4

CRC ATV GRAN PRIX
Indian Dunes, Valencia, CA. 3-wheeler & Ody classes inc. 3-wheel kids class (12 & under on 70s, 4 to make a class). California RAcing Club. Info 213/830-7519, 714/689-6114.

October 10-11

ASRA SUPER NATIONALS SAND DRAGS
Riverside Raceway, Riverside, CA. Hwy. 60 E of town, Day St. exit. Final ASRA-sanc. Nat'l. pts. meet of '81 season. American Sand Racing Assn. Info 714/947-6103.

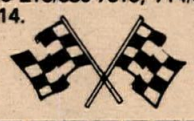
October 11

ATV RACES
Shellville, CA. Info 707/274-5554.

SHORT TRACK/TT
Bryar Motorsport Park, Loudon, NH. ATC 3 classes, ATV stock & Open. Sign in 11-12:30, practice noon. Admission $3, race $5. 803/783-4744.

October 18

CRC ATV TRACK RACES
Indian Dunes, Valencia, CA. 3-wheeler & Ody classes inc. 3-wheel kids class (12 & under on 70s, 4 to make a class). California Racing Club. Info 213/830-7519, 714/689-6114.



COMING EVENTS

FREE Listing

Coming Events are a free service. Please type or legibly print all information asked for and mail the blank or a fascimile thereof to: ATV News, PO Box 1030, Long Beach, CA 90801. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Coming Events blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____